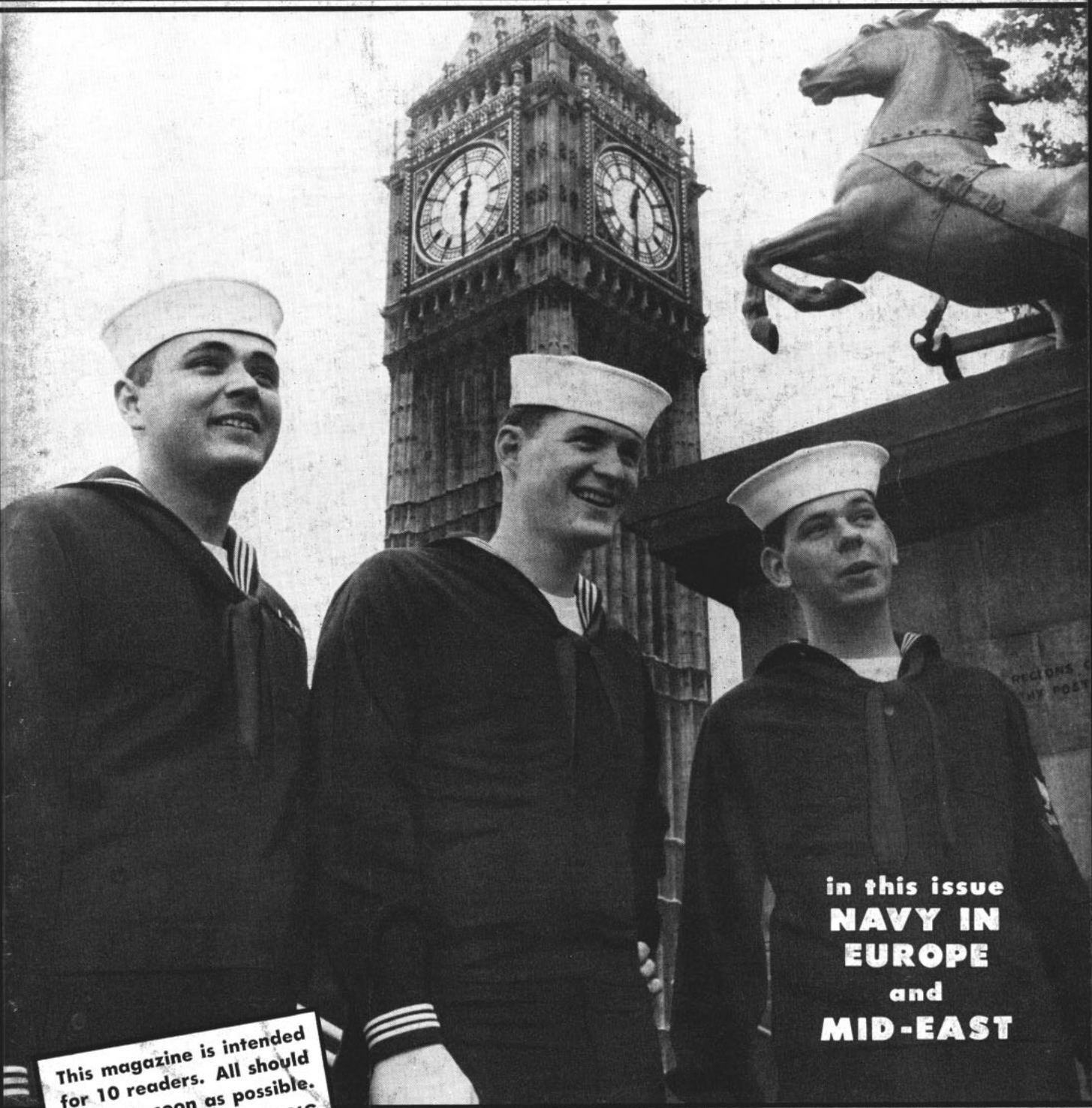


# ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN



in this issue  
**NAVY IN  
EUROPE**  
and  
**MID-EAST**

This magazine is intended  
for 10 readers. All should  
see it as soon as possible.  
**PASS THIS COPY ALONG**

OCTOBER 1961





# ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

OCTOBER 1961 Nav-Pers-O NUMBER 537

VICE ADMIRAL W. R. SMEDBERG III, USN  
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● FRONT COVER: THIS IS LONDON — U. S. Navymen pause in front of Britain's famed Big Ben while making tour of London. All are attached to CINCUSNAVEUR headquarters.

● AT LEFT: SYMBOLS OF MIGHT and teamwork on the high seas, USS Forrester (CVA) 59 and USS Hyman (DD 732) negotiate the delicate job of high line transfer with ease.

● CREDITS: Photos published in ALL HANDS are official Department of Defense photos unless otherwise designated. Photos on 14 and 15 by Keystone Press Agency Ltd., London, Eng.

# THE CINCUSNAVEUR

**I**N AN INCONSPICUOUS BUILDING on a quiet street in London is the central office of a little-known U. S. naval command. Its branches extend into various parts of Europe and beyond, and its area of responsibility covers a vast expanse of the world's waterways, ranging from the Mediterranean to the Persian Gulf.

Navymen, officers and enlisted personnel, come and go through the swinging doors at North Audley Street and Grosvenor Square, but there is little to identify them as members of the seagoing service. They generally wear civilian clothes, and there is rarely a sign of their ships in the port cities near London.

This is the home of CINCUSNAVEUR, the short name of the Commander in Chief, U. S. Naval Forces, Europe. He has a multi-hat job, and the vital importance of his work is indicated by the fact that he is one of three commanders-in-chief of Fleet units in the U. S. Navy. The other two are CINCLANT and CINC-PAC, commanding the Atlantic and Pacific Fleets.

CINCUSNAVEUR is Admiral Harold P. Smith, USN. His job and the job of the Navymen who work under him is not easy to explain in a few words—because this Navy command is designed to have the flexibility

to perform varying jobs, and is responsible for a large number of widely separated activities.

The following will help to point up the over-all job of this command, and how it fits into the Navy structure, functioning as a component of the U. S. military organization in defense of free world nations.

- All U. S. Forces in Europe—Army, Navy and Air Force—are tied together under a single operational commander whose title is United States Commander in Chief, Europe—U. S. CINCEUR—with headquarters in Paris, France. The *naval component* is under the command of CINCUSNAVEUR.

- CINCUSNAVEUR's area of responsibility stretches across Europe and Asia and reaches into North Africa. It includes the operations of the Sixth Fleet in the Mediterranean and an extensive naval shore establishment in Europe, with branches in North Africa.

- Wearing another hat, in addition to his Navy and European responsibilities, CINCUSNAVEUR has been designated by the Joint Chiefs of Staff as "Specified Commander for all U. S. Forces in the Middle East." In this capacity he serves as Commander in Chief, U. S. Naval

Forces, Eastern Atlantic and Mediterranean, which accounts for his title as CINCNELM. In performing this job, he reports directly to the Joint Chiefs of Staff and directs the use of all military units (land, air and naval) in Middle East operations.

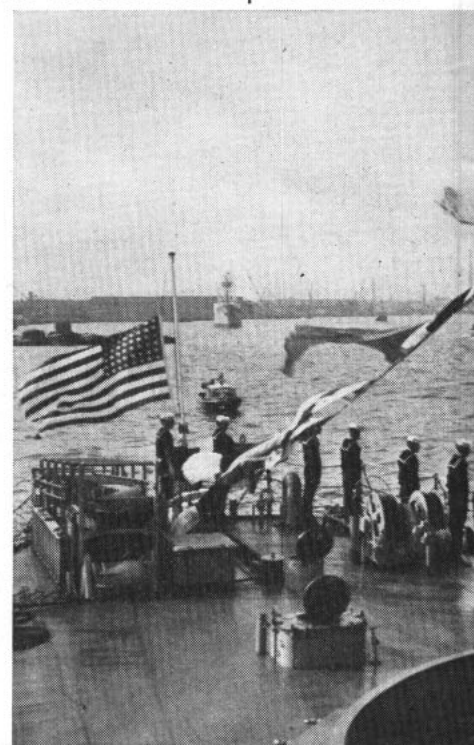
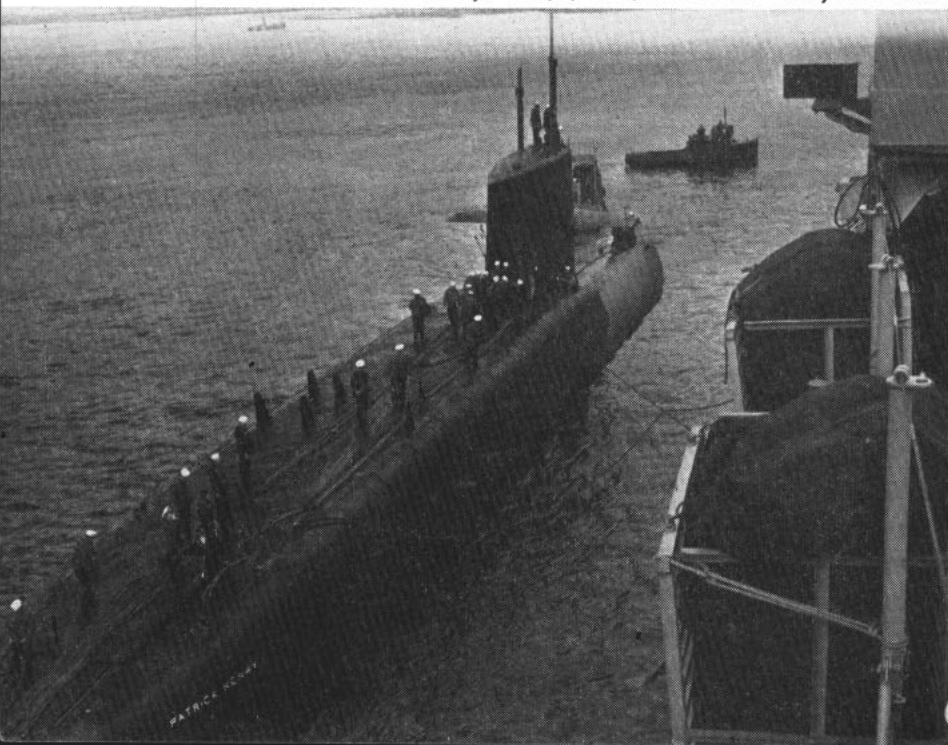
**A**N EXAMPLE of the role this naval command might be required to play is found in a job that CINCNELM did have to perform in the recent past. Just three years ago, the U. S. was called upon to respond to a request for assistance from the legal government of Lebanon.

Lebanon was not a member of the NATO group, but it was a small friendly nation trying to preserve its freedom from subversive forces. In a matter of hours after receiving this call for help, Navy ships had landed Marines to secure a beachhead.

As the specified U. S. commander-in-chief, CINCNELM could call upon Air Force and carrier planes to aid him; ready to move in at his request were U. S. Army troops; behind him, strung out in the Mediterranean, were the 76 ships (at that time) of the Sixth Fleet, manned by Navy crews, 35,000 strong.

In answering Lebanon's call, the U. S. was able to help another

OVER THERE—USS *Patrick Henry*, SSB(N) 599, moors. Rt: Navymen man rails as *Queen* sails up the Thames.





# STORY

nation stay on the side of the free world. It was a show of force in defense against aggression, and this show of force was enough not only to prevent aggression, but preserve world peace as well. A crisis in the Middle East had passed.

**H**ERE ARE SOME of the commands which come under the jurisdiction of CINCUSNAVEUR. They are mentioned only briefly here, but you can get more details concerning the major activities on the following pages in this issue.

- Foremost among the forces afloat is the famed *Sixth Fleet*, one of the best known U. S. military forces in the world. It sails the Mediterranean and its ports of call range from Gibraltar to Beirut.

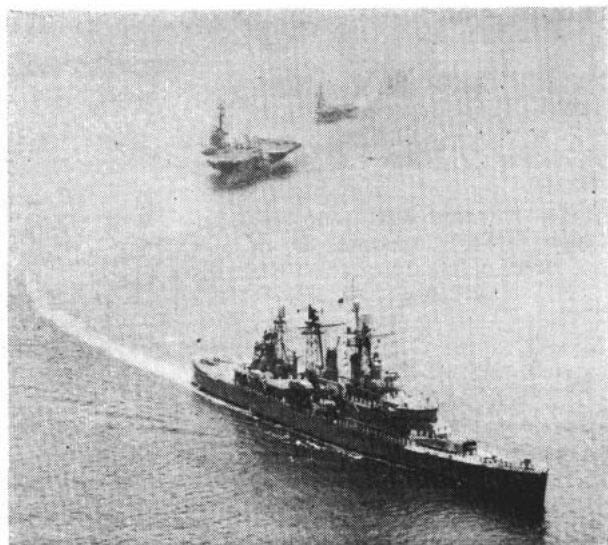
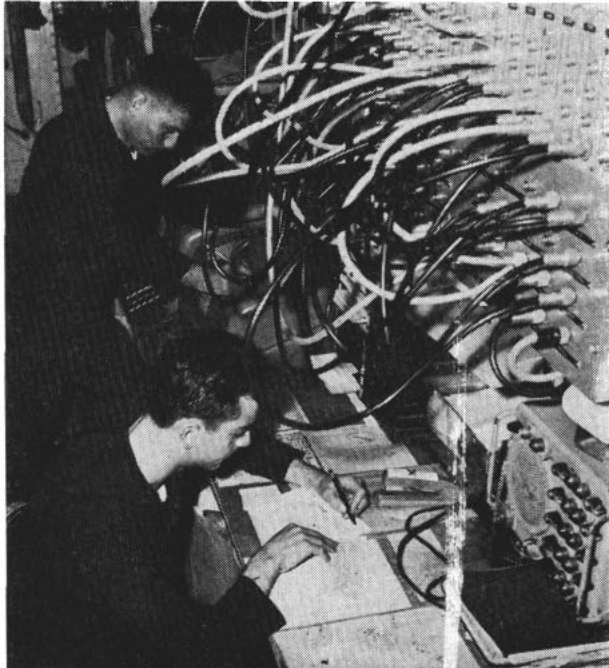
- The Navy's *Middle East Force*, which sails the waters of the Persian Gulf and the Indian Ocean is under the operational control of this naval commander in his capacity as CINCNELM.

- Two major shore activities in the CINCUSNAVEUR area are located at Naples, Italy: *Commander Fleet Air, Eastern Atlantic and Mediterranean* exercises operational control over all assigned air units, and directs the logistic support for shore-based naval air units. *Commander*,



VADM D. L. McDonald, ComSixthFleet, talks with ADM H. P. Smith, CINCUSNAVEUR. Top: London HQ.





CINCUSNAVEUR is a complex organization with varying jobs, and responsibility for many activities.

*Naval Activities, Mediterranean* supervises the naval shore establishment in the Med area. Also located in Naples is *Commander, Naval Activities Italy*, directing the numerous shore activities in Italy.

• CINCUSNAVEUR is also USCOM-EASTLANT. In this capacity (U.S. Commander, Eastern Atlantic) he has control of the Fleet Ballistic Missile submarine tender USS *Proteus* (AS 19), Holy Loch, Scotland, with *Commander Submarine Squadron 14* embarked. Mission of COMSUBRON 14 is to exercise military command of

operating SSBN's of SUBRON 14 and, through *Proteus*, to provide repair and upkeep capabilities for servicing of systems embodied in the SSBN.

• Also in the British Isles are units ranging from COMNAVACTS *United Kingdom*, in London, to a *Naval Communication Facility* in Londonderry, Northern Ireland, a *Naval Security Group Activity* in Edzell, Scotland, and a *Naval Support Detachment* at Greenock, Scotland. There is a *Fleet Weather Facility*, a *Naval Air Station* (at West Malling), auditing offices, sup-

port activities, and management and purchasing offices—most of them in or near the naval headquarters in London.

• In Spain is located one of the largest naval activities, area-wise, in Europe, the *Rota naval complex*, with a base station, airfield, supply and support units, plus smaller naval activities including fuel depots at El Ferrol and a naval magazine located at Cartagena.

• In Morocco is another vital naval activity, *Port Lyautey*, with an air station, communications and ordnance facilities, which carries out logistic support of Fleet units.

HOME PORT for CINCUSNAVEUR is London. Here, Navymen sightsee.

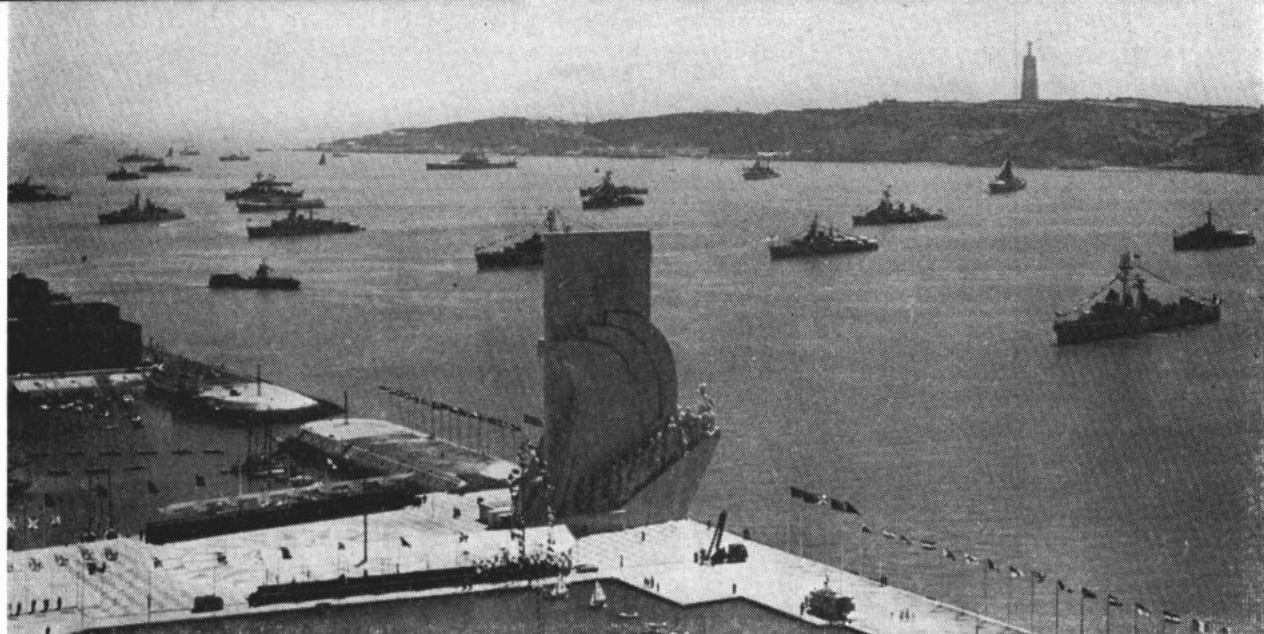


THE NAVAL COMMAND of Commander in Chief, Naval Forces, Europe, stems from the early days of World War II. In March 1942 the command of U. S. Naval Forces, Europe, (COMNAVEU) was created, with headquarters at the present location — 20 Grosvenor Square, London, England.

At that time, the mission of COMNAVEU was reporting intelligence and research data to the Navy Department from the headquarters of Allied intelligence organizations in London. The command also maintained Navy bases in the United Kingdom, opened numerous liaison channels with the British and with governments in exile, and planned and prepared for the invasions of France and North Africa.

The Navy headquarters aided in the North African invasion in November 1942 by furnishing hydrographic and weather intelligence.





**FRIENDLY FLEETS**—Thirty-two ships of 14 navies get together to help Portugal mark a special holiday.

COMNAVEU — at that time Admiral Harold Stark, USN — was also Commander Twelfth Fleet, operating in European waters, which consisted of one battleship, two cruisers, one carrier and six destroyers.

During 1943 and 1944 the command was primarily occupied with preparations for the execution of "Operation Overlord," the cross-channel invasion of France which took place 6 Jun 1944.

With the capitulation of Germany on 8 May 1945, a post-hostilities plan for reduction of naval establishments closed bases in the U.K. However, the jurisdiction of the command was extended to the Mediterranean Sea.

By late autumn of 1945, the chief functions of the U. S. Navy in the occupied areas had been completed. Enemy naval forces had been disarmed, and war material had been located and accounted for. Harbors had been reopened and were being operated.

The task that remained was to assist in keeping the peace in the occupied countries, to represent U. S. Navy interests in Europe and the Mediterranean, and to support the foreign policy of the United States.

**I**N NOVEMBER 1946 the command's title was changed to Commander, U. S. Naval Forces, Eastern Atlantic and Mediterranean (COMNAELM) and in April 1947 CINCNELM was born.

The small postwar Fleet maintained in the Mediterranean by the command was known as Naval Forces, Mediterranean and had as

its flagship a destroyer tender anchored at Naples, Italy. In June 1948 the title was changed to Commander Sixth Task Fleet, and in February 1950 changed to its present title of Commander Sixth Fleet.

Admiral Robert B. Carney, later to become Chief of Naval Operations, became CINCNELM in December 1950. In June 1951 he assumed additional duty as Commander in Chief, Allied Forces, Southern Europe (CINCSOUTH), a NATO command, and the headquarters was moved to Naples, Italy. The Sixth Fleet was the first fully equipped fighting force placed at the disposal of General Eisenhower when he became the first Supreme Allied Commander, Europe, in January 1951.

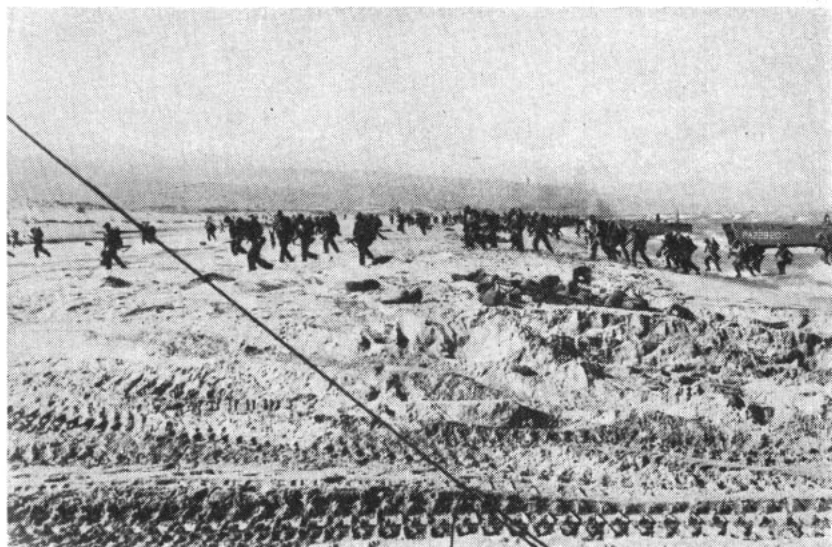
In June 1952 the two commands were separated when Admiral

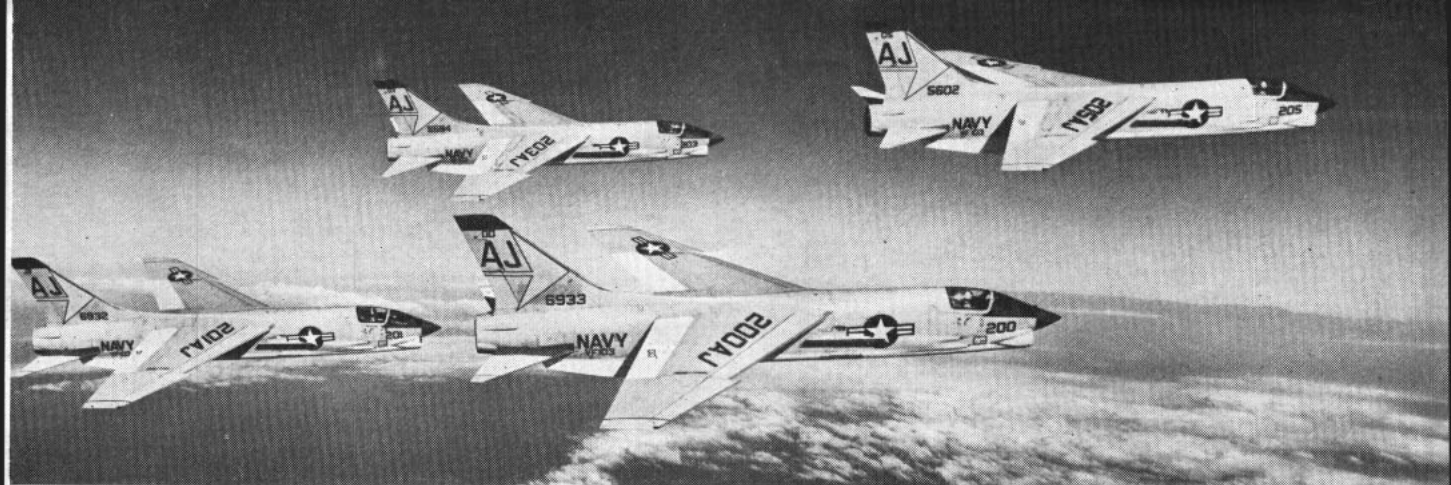
Jerauld Wright became CINCNELM and Admiral Carney remained as CINCSOUTH. At that time, the CINCNELM headquarters returned to London. CINCSOUTH (see page 16) today heads AFSOUTH, the NATO command responsible for the defense of Italy, Greece and Turkey. There is no organizational connection between this command, operating out of Naples, and CINCUSNAVEUR.

In February 1960 Admiral H. P. Smith, USN, took over his present assignment. At the same time the title was changed to Commander in Chief, U. S. Naval Forces, Europe (CINCUSNAVEUR) and CINCNELM became a specified command, both under Admiral Smith.

For more about the Navy in Europe and the Middle East turn the page and read the following articles.

CINCUSNAVEUR role was demonstrated in Lebanon's call for help.





# THIS IS THE SIXTH

**W**HAT IS the Sixth Fleet?

The Sixth Fleet today is 30,000 men, sailing in 50 powerful ships through the azure-blue waters of the world's largest sea, the beautiful Mediterranean.

It is a fast, mobile Fleet always on the go—sometimes on exercises testing its readiness to meet an emergency, or training round-the-clock with allied navies, or headed for any one of 100 liberty ports a year—from Gibraltar to Beirut, to Nice, Naples, Piraeus, or Crete.

Yet it is completely self-sustaining: It has no shore bases in the Mediterranean. It is made up of a swift attack aircraft carrier striking force, and a potent amphibious land-

ing force, with a supporting force of auxiliaries that make it possible for the Sixth Fleet to operate indefinitely at sea.

And, finally, it is the Friendly Fleet, a title which has been well earned by the crews of its ships down through the years.

Officially, the Sixth Fleet is an instrument of national policy and power whose goals are peace, stability and good-will gained by maintaining operational readiness and earning respect for the United States.

Its exercises and maneuvers are designed for self-education and for perfection of working relationships with friends and allies.

While its aims are friendly, it is always battle-ready—capable of waging any kind of warfare.

**T**HE PRESENCE OF U.S. NAVY ships in the Mediterranean has become something of a tradition, dating back more than 150 years to the days of the war against the pirates in the year of 1802.

From 1886 our American sea power has operated almost continuously in this area of more than one million square miles, which the ancients called the "center of the earth."

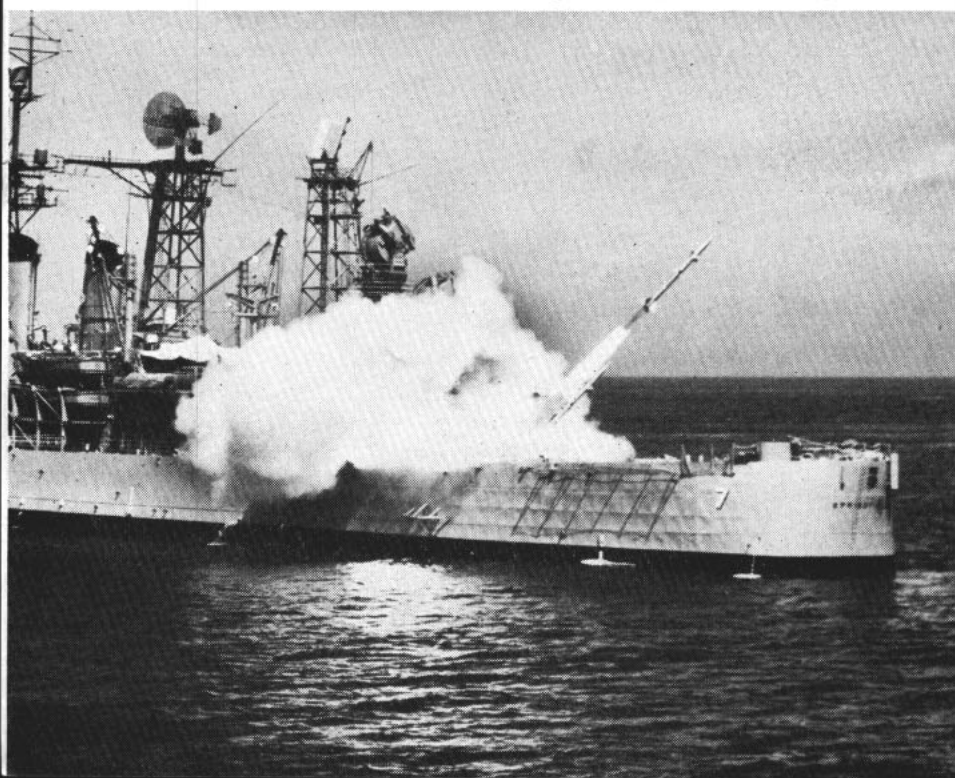
Yet the Sixth Fleet as such is relatively young, developing shortly after the end of World War II.

Secretary of the Navy James Forrestal, who was later to become the United States' first Secretary of Defense, recognized the value of a fleet in the Mediterranean.

"Since the early days of the last century" he said, "the U. S. Navy has periodically maintained vessels in the European waters, particularly in the Mediterranean Sea. In the unsettled years immediately following World War I the ships of the U. S. Mediterranean Squadron performed useful services in facilitating the establishment of peace among the countries of the Balkans and the Middle East."

With World War II at an end, a small postwar Fleet, known as Naval Forces, Mediterranean was established. Its flagship was a destroyer tender anchored at Naples. In June 1948, its name was changed to Sixth Task Fleet, and on 12 Feb 1950 it received its present title of Sixth Fleet. Today it is famed throughout the Mediterranean area.

**ON DUTY — Sixth Fleet flagship fires Terrier during exercises.**



**ALL HANDS**



**T**HIS IS WHAT the Sixth Fleet looks like today. It is organized into three main task forces, supplemented by a fourth force as necessary:

- **Task Force 60**—This is an attack carrier striking force, consisting normally of two or three large carriers, two cruisers and about 20 destroyers. As the main striking arm of the Fleet, it has more than 200 aircraft, including high-speed jet fighters and bombers with a striking radius in excess of 1000 miles. The carriers are capable of operating

# FLEET

their aircraft around the clock in all kinds of weather.

- **Task Force 61**—This is the amphibious force, consisting of a squadron of amphibious ships with a reinforced battalion of about 2000 combat-ready Marines embarked.

In this force are generally included an amphibious command ship, attack transport and cargo ships, minesweepers and a variety of amphibious assault types.

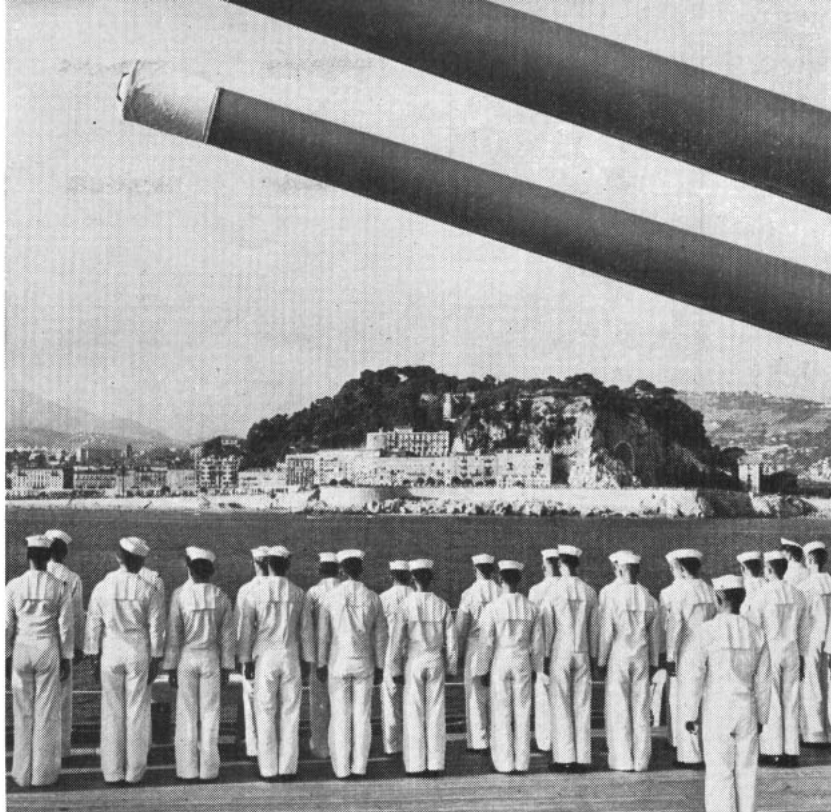
- **Task Force 63**—The service force provides the floating base which enables the Fleet to stay at sea for indefinite periods of time. It includes a number of auxiliary ships, tankers, repair ships, supply and provision ships.

- **Task Force 66**—Annually the Sixth Fleet may be augmented by a special force known as the anti-submarine force. It usually consists of an ASW carrier with a specialized air group, accompanied by destroyers. All are trained to seek out and destroy enemy submarines in the event of war.

In addition to these major forces, the Sixth Fleet is supported by submarines, used principally to provide training service to the Fleet, and by land-based aircraft for scouting and antisubmarine operations.

**I**N COMMAND of the Sixth Fleet is Vice Admiral David L. McDonald, USN, succeeding Admiral George W. Anderson, Jr., USN, who recently assumed the Navy's top billet of Chief of Naval Operations. In the U. S. chain of command the Sixth Fleet is a subordinate operational command of CINCUSNAVEUR, with headquarters in London.

An indication of the dual respon-



**NICE DUTY**—Cruisemen man rails during nautical parade at Riviera.

sibilities of the Fleet both as an "instrument of national policy" and under NATO can be seen in the fact that Admiral McDonald has a two-hat job—he is both COMSIXTHFLEET and COMSTRIKFORSOUTH.

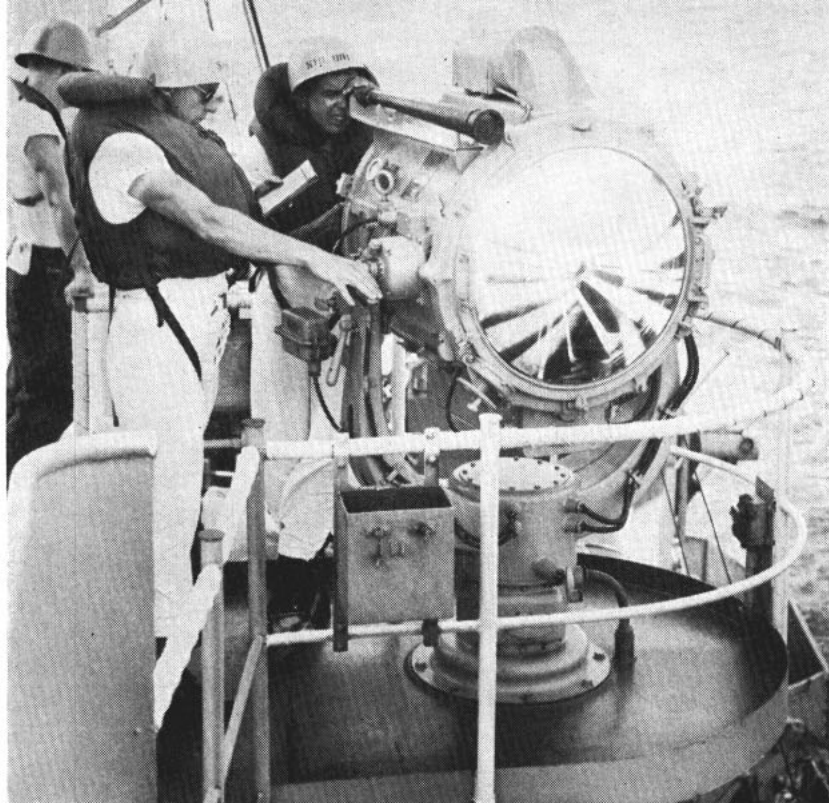
This latter title is in connection with the Sixth Fleet's operations in its NATO capacity—at which time it is known as Naval Striking and Support Forces, Southern Europe.

The fleet commander reports to Commander in Chief, Allied Forces, Southern Europe (CINCSOUTH), who is the NATO commander with headquarters in Naples.

COMSIXTHFLEET himself is always afloat and has a sea-based Sixth Fleet staff. However, to carry out his NATO planning responsibilities, as COMSTRIKFORSOUTH he has a second staff based at Naples, which is ad-

**SPECIAL DELIVERY**—Service Force of Fleet enables it to stay at sea.





**BUSY MEN**—Sixth Fleet sailors have busy but interesting duty. Here, signalmen flash a message from the signal bridge during GQ.

ministered by his NATO deputy.

The life that a Navyman leads as a member of the Sixth Fleet is a busy one. The sailor assigned to the Fleet has already heard from his shipmates that it is good duty—tough at times, but interesting always.

And sooner or later practically every career Navyman can expect to find himself sailing with the Sixth Fleet. Every four to six months the composition of the Fleet changes almost completely, with ships from

the United States replacing those in the Med.

The only exception to this rotation policy among combatant ships is the heavy cruiser which is the permanent flagship of the Fleet. (Duty in the flagship customarily means two years.)

The entire Fleet, except for the flagship and several auxiliaries, is based on the east coast of the United States. It is able to sustain itself continuously at sea several thousand miles away from home

bases—a factor which accounts for its mobility and its great strategic value in an emergency. The flagship uses Villefranche, France, as home base, while some of the auxiliaries call Barcelona or Naples their home port.

**L**IFE IS FULL OF ACTION for the men from the time they pass Gibraltar at the beginning of a six-month deployment until they are relieved. Some of it is routine, and includes standard Navy drills, but the big job is to keep up the Fleet's ability to respond instantly to any kind of warfare, and to build up respect for the U. S. throughout the Mediterranean area.

Exercises are not limited to those held by the United States. There are also bilateral, trilateral and NATO maneuvers with friendly and allied navies, air forces and armies in and around the Mediterranean.

During these periods, supersonic aircraft take off from the carriers, by day and by night. Operating in a 1000-mile radius, they carry out realistic air defense and air strike exercises.

At the same time, men of the ship's engineering, navigation, gunnery, operations and administrative divisions are hard at work, keeping up with routine jobs and learning more about their duties in time of emergency. Ships are replenished on the high seas, or conduct antisubmarine maneuvers, minesweeping drills or participate in extensive amphibious assault exercises.

**DOUBLE DUTY**—TF-61 practices landing. Rt: Flagship, USS Springfield (CLG 7) readies for visit by Spaniards.



**ALL HANDS**



The Sixth Fleet is one of the U. S. Navy's two largest fleets in continuous operation on the high seas (the other is the Pacific's Seventh Fleet). In a normal year, the Fleet will make two complete swings around the Med, visiting the eastern part in the spring and fall and the western sector in summer and winter. About 50 per cent of the time is spent in training exercises. Periods in port and at sea vary generally from seven to 10 days.

**T**HE SELF-SUSTAINING qualities of the Sixth Fleet, plus its mobility, make it a potent weapon. Overseas bases are often subject to changing political winds in the host country. Obviously, bases are also vulnerable to enemy attack. The ability to operate effectively without such bases is one of the strengths of the Sixth Fleet.

Capable of delivering in a single attack more destructive power than all of that unleashed by all of the air forces combined in World War II, the Sixth Fleet can shift this potential striking force from one end of the Mediterranean to the other, without asking permission from anyone. It is a long-reaching, free-ranging force, constantly reassuring to our allies, and an inhibiting influence against a potential aggressor.

But the presence of U. S. ships in the Mediterranean is not the only influential factor about the Sixth Fleet. During their tour in the Med, some 30,000 Navymen, at sometime or another, go ashore, and every six



**WORKING TOGETHER**—Navy bandmen serenade the crew of a British destroyer as the DD conducts refueling drill with a U.S. cruiser.

months a large percentage of these 30,000 sailors in the Fleet are replaced by other Navymen, who also will be introduced to the citizens of Europe, Africa and the Near East. During the year they can be expected to go ashore at upwards of 100 ports on three continents.

How a sailor acts ashore can have a tremendous influence on the opinions of citizens of foreign countries.

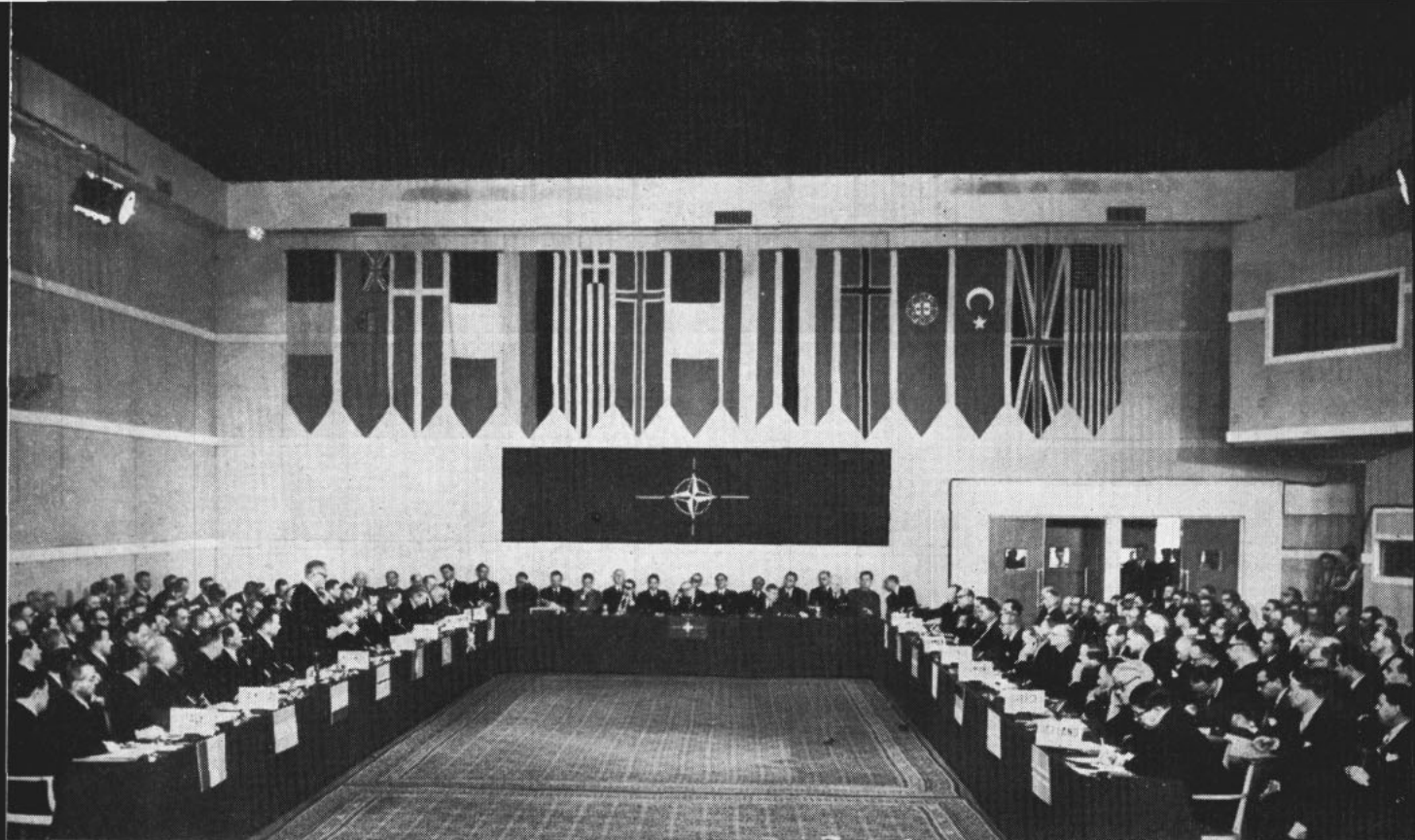
The Navymen of the Sixth Fleet

have chalked up a fine record. There is a much used (and perhaps trite) expression—"good-will ambassadors"—but it applies to them.

They know the importance of People-to-People in the cold-war world, and they have earned for the Sixth Fleet two alternative titles: The "Battle-Ready Fleet," operating on behalf of the free world, and the "Friendly Fleet," made up of 30,000 U. S. sailor-ambassadors.

**FRIENDLY FLEET**—Many children along the Med have enjoyed shipboard parties. *Rt: Sailor shops in Beirut.*





COMBINED EFFORT — International team for a peaceful world goes into action at NATO Paris meeting.

# CINCSOUTH SERVES

**W**HAT ROLE does the Navy play in Europe as part of the NATO organization? The average Navyman recognizes that the U. S. Navy has a vital mission when sailing as part of the NATO command, but most of us do not quite understand when and how this occurs.

In order to get a better picture of how we function as part of an international military and naval alliance, let's take a brief look first at NATO, and then go on to that part with which the U. S. Navy is most closely associated in European waters.

The North Atlantic Treaty which created NATO was signed on 14 Apr 1949. By terms of that treaty, an armed attack against one or more of the signatory nations shall be considered an attack against them all. Today there are 15 nations joined together for mutual defense against aggression:

*Belgium, Canada, Denmark, France, West Germany, Greece, Iceland, Italy, Luxembourg, the Netherlands, Norway, Portugal, Turkey, United Kingdom and the United States* are the member nations.

No nation has lost any part of its sovereignty by joining NATO. It is not a federation, but an alliance among 15 independent nations who have agreed to make defense plans together.

**T**HE NAVY AND OTHER U. S. ARMED FORCES are in the Europe-Mid East area to insure that the mutual defenses of the North Atlantic Treaty Organization are strong and ready to resist aggression, and thus to prevent another world war.

In the NATO organization there

NATO PRACTICE—Italian motor torpedo boats hold training session and (rt.) British commandos hit beach.





are two major commands, SACEUR and SACLANT.

• **Supreme Allied Commander Atlantic** (SACLANT) is responsible for an area extending from the North Pole to the Tropic of Cancer, and from the coastal waters of North America to those of Europe and Africa (except for the Channel and waters around the British Isles, which come under an Allied Channel Command).

SACLANT is headed by a U.S. Navyman, Admiral Robert L. Denison, USN. The SACLANT headquarters are at Norfolk, Virginia, where eight nations, which are the principal contributors of naval forces and bases, are represented on the SACLANT staff. For the full story of SACLANT which has already been told in *ALL HANDS*, see the issues of October 1957 and October 1952.

• **Supreme Allied Commander Europe** (SACEUR) heads the major NATO command in Europe, stretching from the northern tip of Norway

# NATO

to the eastern corner of Turkey. SACEUR is General Lauris Norstad, USAF, whose headquarters are in Paris, known to most people as SHAPE (Supreme Headquarters, Allied Powers Europe).

**W**E'LL GO INTO MORE DETAIL ON SACEUR, since the Navy's role is a little more difficult to understand.

In Europe, the U.S. national military organization has Army, Navy and Air Force commands, all under SACEUR, with primary responsibility in designated areas. In each area a particular service has paramount interest—the Air Force in Northern Europe, the Army in Central Europe and the Navy in Southern Europe.

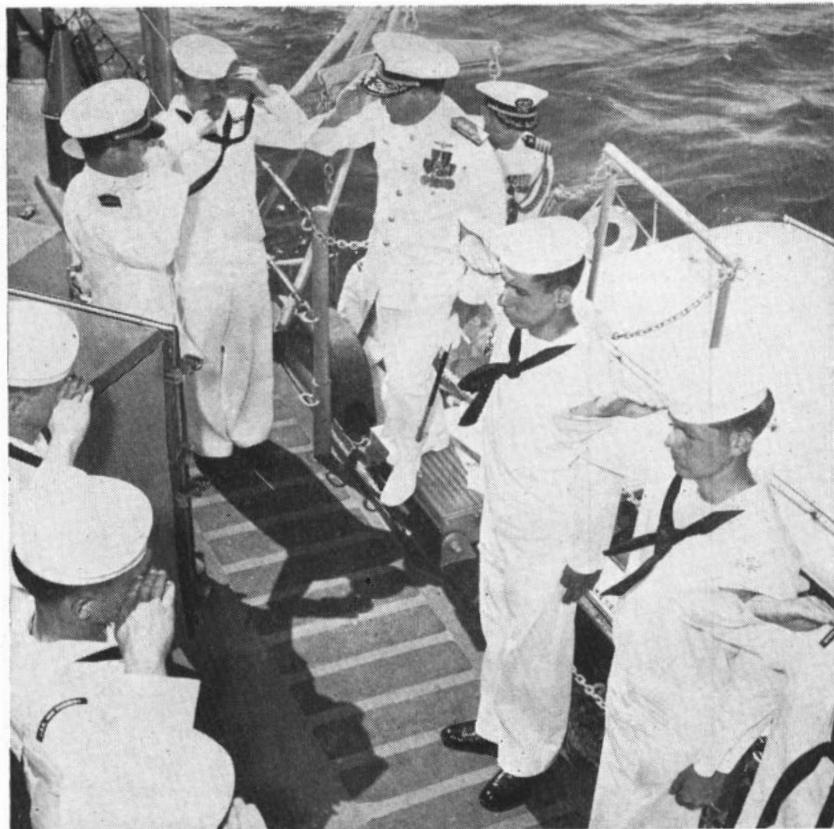
These are SACEUR's subordinate commands:

• **Northern Europe Command**, under CINCNORTH, headquarters Oslo, Norway.

• **Central Europe Command**, under CINCENT, headquarters at Fontainebleau, France.

• **Southern Europe Command**, under CINCSOUTH, with headquarters at Naples, Italy.

• **Mediterranean Command**, un-



**IN COMMAND**—Admiral Charles R. Brown, USN, CINCSOUTH, who commands elements of armed forces of six nations, boards DE in Med.

der CINCAFMED, headquarters at Malta.

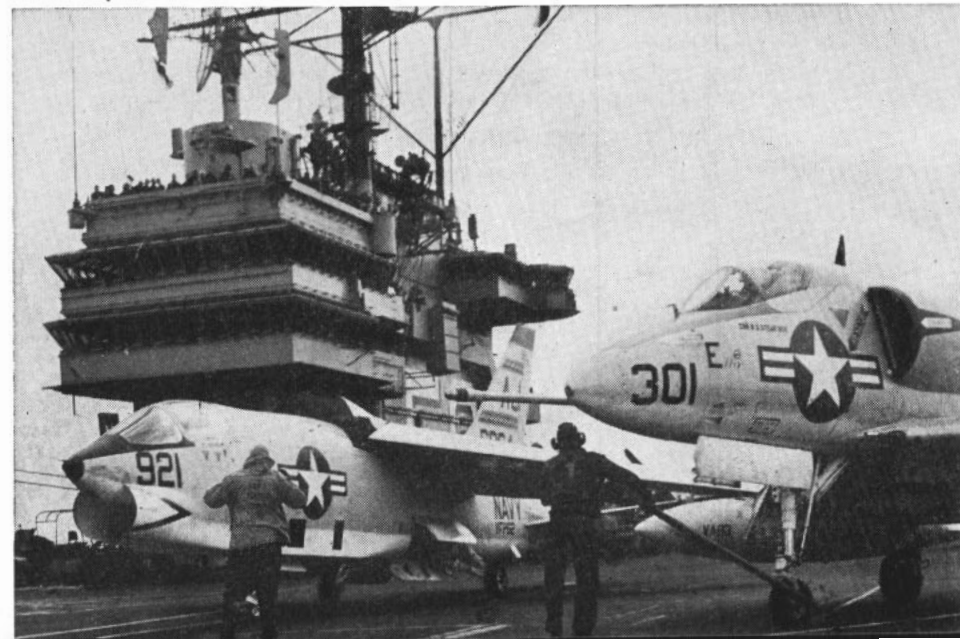
The Southern Europe Command is the one that U.S. Navy men in Europe are most likely to be associated with. Collectively it is known by the short term of AFSOUTH (for *Allied Forces, Southern Europe*) and it is headed by a U.S. Navyman, Admiral Charles R. Brown, USN, whose title is CINCSOUTH. He will be succeeded in 1962 by Admiral James S. Russell, USN.

CINCSOUTH commands elements of

the various armed forces of six nations: France, Greece, Italy, Turkey, the United Kingdom and the United States. The following will explain why the Navy should play such an important role in AFSOUTH, along with assigned air and land force components.

**T**HE AFSOUTH COMMAND protects a critical frontier of 2000 miles along the northern borders of three Mediterranean countries, Italy, Greece and Turkey. It was initially

**STRIKFORSOUTH**—Naval Striking and Support Forces Southern Europe, made up from Sixth Fleet units, is essentially a carrier strike force.





**FINE FLAGS**—Six-nation color guard of AFSOUTH stands at attention in ceremony at Naples headquarters.

established in 1951 for the defense of Italy, but assumed the greatly broadened role with the entrance of Greece and Turkey into the NATO alliance.

The problems in defending this command evolve mainly from geography. This area is composed of long peninsulas projecting into the sea. The most likely enemy avenues of approach lead into areas which lack defensive depth. In each case the nearness of the sea to the possible combat areas makes its protection of paramount importance. Loss of allied control of the seas would permit an aggressor to isolate and conquer the separate areas in the Southern European region one by one at his leisure.

Therefore, powerful sea forces, plus strong air and land forces,

make up the three components of the Allied Forces, Southern Europe, each responsible to CINCSOUTH. Here they are:

- **STRIKFORSOUTH** — *Naval Striking and Support Forces Southern Europe* is actually made up of units of the Sixth Fleet, or the entire Fleet, if necessary. **STRIKFORSOUTH** is essentially a fast carrier task force with steadily increasing nuclear capability. Elements of the Fleet are available to NATO on call for training or emergency.

- **AFSOUTH's** land forces, operating in an area sharply divided by mountains and the sea, are confronted with great problems of communications. Primarily because of the factors of distance and terrain, the land defense of **AFSOUTH** is directed by two subordinate com-

mands, one for Italy and the second for Greece and Turkey.

The defense of the Italian frontier is directed by the *Commander, Allied Land Forces Southern Europe* (**COMLANDSOUTH**), under an Italian general, with headquarters in Verona. In addition to the Italian army, a component of his NATO command consists of the Southern European Task Force (**SETAF**), consisting of missile equipped U. S. Army units.

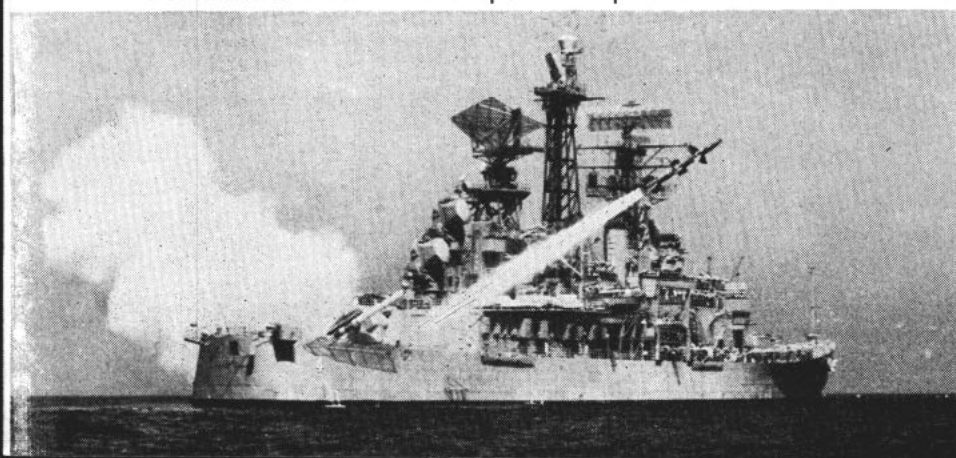
The commander of **AFSOUTH** land forces in Greece and Turkey is a U. S. Army general, with headquarters in Izmir, Turkey. Hellenic and Turkish land forces are assigned to this command, which is known as **COMLANDSOUTHEAST**.

- The coordination of air operations, including a round-the-clock early warning system, over one and a quarter million square kilometers of land in **AFSOUTH**, is assigned to *Headquarters, Allied Air Forces Southern Europe* (**AIRFSOUTH**) which has jet-equipped tactical units known as **ATAFS** (Allied Tactical Air Force). They are staffed by personnel of all six nations within **AFSOUTH**.

Defending the borders of South Europe is a vital NATO assignment, since this could become an unusually long and narrow front in wartime. It demands the best in teamwork among the navies, armies and air forces of **AFSOUTH** as a component of the NATO defense network.

**ALL HANDS**

**MEDITERRANEAN POWER**—*USS Little Rock* (CLG 4) lets loose with a *Talos* missile. *Little Rock's* firepower is part of the U.S. Sixth Fleet.







## Seabees in Scotland

ON THE WEST SIDE of the Firth of Clyde, among the verdant western highlands of Scotland, lies Dunoon. At this Scottish holiday resort, a 15-man drill team from U.S. Mobile Construction Battalion Four joined the annual Cowal Highland Gathering.

By special invitation from the Dunoon town council, the MCB-4 drill team flew to Scotland from Rota, Spain, where the main body of the battalion is deployed. The drill team's participation in the Highland Gathering was, reportedly, the first appearance of any U.S. Navy unit in the Gathering's 66-year history.

The Cowal Highland Gathering is one of the top competitive events held in Scotland. The two-day meet consists of track and field events; log tossing, wrestling and highland dancing competition. In addition,

there were contests in the categories of band, drumming, marching and piping.

The Navy drill team presented its military routine before an estimated audience of 8000 at the town's sports stadium. The evening's non-competitive military display consisted of six Scottish military units and the Seabee drill team that received a musical escort from the military band of the 4th/7th Royal Dragoon Guards.

*Top:* MCB-4 drill team snaps to present arms at Cowal Highland Gathering. *Top Right:* Pole vaulting was one of the events held at Dunoon, Scotland. *Right:* Scots try their skill at throwing the hammer. *Bottom Right:* Bagpipe band plays during band competition. *Bottom:* Highland dancing was an event in which the younger set competed for medals. — Dick Crum, JO3, USN.



# U. S. NAVY IN GREAT

**A** NAVYMAN receiving orders to duty in the United Kingdom will most likely find himself headed for London. However, there is also a possibility that he may be going to Londonderry in Northern Ireland. Or he may be assigned to West Malling, an air station outside of London. Other naval activities are at Holy Loch and Edzell in Scotland.

In any event, he—or you—will find duty in the British Isles very interesting. It will be different in many respects from a tour stateside, but there will be no language barrier to cope with.

Here is a brief run-down on the major naval activities you'll find in the U. K.

- **CINCUSNAVEUR**—this includes personnel attached to the staff of Commander, U. S. Naval Forces, Europe. (See page 00). Also included are a Navy Audit Office (NAVAREUADO), the European-mid-East Division of Bureau of Yards and Docks, Office of the General Counsel and a Navy Security Detachment. Other activities under CINCUSNAVEUR are:

- **COMNAVACTS, U. K.**—This is the abbreviation for Commander U. S. Naval Activities, United Kingdom.

This subordinate command maintains and operates facilities for the logistic and administrative support of the U. S. Navy elements in London and other commands in the U. K. Units under its jurisdiction in London include a Fleet Weather Facility, Naval Purchasing Office and Office of Consolidated Industrial Relations, and others outside of London.

- **COMNAVSUPPACT, London**—This is a U. S. Naval Support Activity, including medical, dental and supply departments, a commissary and Exchange.

London also has naval personnel assigned to Military Advisory Group ((MAG) or naval attache duty, an MSTs office, plus special liaison offices.

- **West Malling:** Naval Air Facility (NAF)—This station is located 35 miles from London.

- **Londonderry:** Naval Communication Facility—The NAVCOMMFAF at Londonderry, Northern Ireland, is the voice of CINCUSNAVEUR. Its job is to operate and maintain radio transmitting facilities, and to provide communication support for ships afloat and shore activities.

- **Edzell and Greenock:** Located in these cities in Scotland are small

naval support and liaison activities.

- **Holy Loch:** USS *Proteus* (AS 19) and COMSUBRON 14—The mission of this command is to provide administrative and logistic support to operating SSBNs of Submarine Squadron 14 and, through the submarine tender USS *Proteus*, to provide repair and upkeep capabilities for complete servicing of all systems embodied in the SSBN.

**M**OST NAVYMEN IN U. K. will find themselves in or near London, and most of them have heard about the London weather.

What's the weather really like? You will be surprised to know—even if you have served here—that there is considerably less rainfall in London (24 inches annually) than in New York (42 inches). However, rainfall, usually light in intensity, occurs on about half of the days in any month. This, along with other days of mist or fog and low clouds with high relative humidity, has helped to create the popular impression of excessive total rainfall. Even when it is not raining, heavy mist or fog may create the impression that it is about to rain.

As to the world-famous London fogs—these too have been somewhat exaggerated. The winter months are the foggiest, each having about 13 days with fog, but only one or two days a month have really intense fog. In the winter months too, a fog may be made heavier and darker by the presence of smoke, and there is a good chance of smog occurring.

As for the rest of the United Kingdom—the weather can be described as temperate, similar to the east coast of the U. S.—with the summers not so hot, and the winters not so cold. But it is humid—and you will need a raincoat.

**R**EGARDLESS OF WHERE you're going, there are a number of things these areas in the United Kingdom, have in common, such as housing (however, dependents are not currently authorized entry into western Europe—see opposite page.)

Housing in all areas of the United Kingdom is a problem for new arrivals. Sometimes it takes more than

**HOLY LOCH**—USS *Proteus* tends to USS *Patrick Henry*, SSB(N) 599, as sub enters Scottish port. SSB(N) is being readied for patrol.





# BRITAIN

60 days to find a flat (apartment) or house. During the first part of your stay, if you have dependents with you, you probably will be living in an expensive guest house while searching for permanent quarters. But the Navy furnishes extra living allowances for the first 60 days.

Because most flats and houses are furnished, it is advisable to store most of your furniture in the States, bringing only linen, towels, tablecloths, clothes dryer, refrigerator, radio, phonograph, and miscellaneous small appliances.

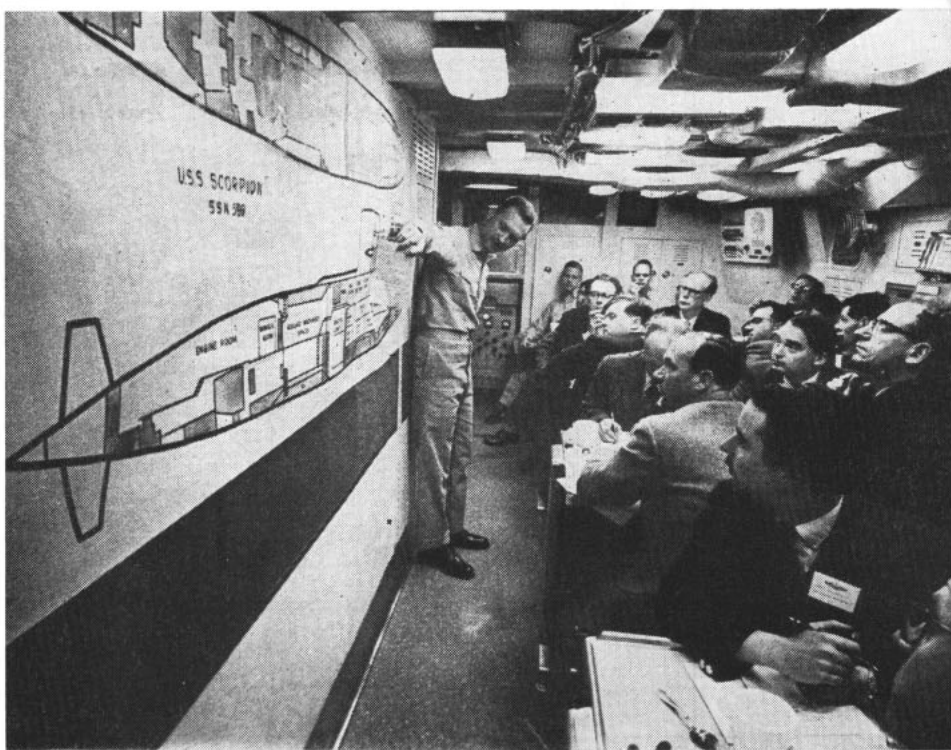
Such items as washing machines and television sets will not work satisfactorily in the United Kingdom. A minor adjustment to your phonograph will also be needed because of the difference in electrical cycles (60 U. S. vs. 50 U. K.). Because of this difference in current (U. K. operates on 220 volts instead of 110) you will need step-down transformers. These are reasonably cheap and have a long life.

The Navy maintains a housing office in London. There are also offices in Scotland and Ireland. These offices help you find permanent living accommodations. You'll discover, as a usual rule (in London), that the closer to the heart of the city the higher the rent. Most Navy families live on the outskirts of the city, paying from \$80-\$150 a month, and leasing their furnished flats or houses for one year. Transportation to and from work is among the best in the world, and if you live about 15 miles from your office, you can get there in 40-45 minutes.

Very few houses in the United Kingdom have central heating. Most are heated with either coal, gas or electricity. Portable electric or kerosene heaters are also used.

**A**LTHOUGH THE OFFICIAL working uniform in London is Service Dress Blue Bravo, personnel are permitted and encouraged to work in civilian clothes.

Clothing purchased in the U. K., including shoes, is of the highest quality and wears for years. If you buy clothes in the United States before coming over make sure they're



**POINT OF INTEREST**—Local press get the word on USS Scorpion SS(N) 589 while she visits British waters. Newsmen toured the A-sub.

warm but not too heavy. It is also a good idea to bring a raincoat.

There are many different types of schools in the United Kingdom area—public, private, day, boarding, finishing and domestic. The schools that service families will be mainly interested in are those sponsored by the U. S. armed services.

By far the largest is one located in London and sponsored by the Air Force, located at Bushey Park, 11 miles from Grosvenor Square. The school comprises grades 1 through 12 and has dormitory facilities for students in the 9th grade and higher who are unable to commute. Students whose parents are stationed

## Dependents' Travel to Europe Is Cancelled

If you receive orders to Western Europe in the near future, or if you already have orders, don't expect to take your family with you. Effective 9 Oct 1961, transportation of dependents to that part of the world, with the exception of West Berlin, has been suspended until further notice.

The following countries are included in the Western Europe group: *Belgium, Denmark, France, Federal Republic of Germany, Greece, Italy, Luxembourg, Netherlands, Norway, Portugal, Spain, Turkey, and the United Kingdom.*

The following steps are already being taken to accomplish this:

- Complete stoppage on 9 Oct 1961 of government-sponsored travel of dependents from points outside Western Europe to stations in Western Europe.

- No dependents were sched-

uled for transportation to Western Europe after 9 Sep 1961. Families who already held port calls or concurrent travel orders, and were scheduled to travel before 9 October, were encouraged to forego the trip.

- Concurrent travel authorizations for dependents traveling to Western Europe have been cancelled if the sponsor has not departed his last duty station.

- All sponsors and dependents affected by this suspension of travel to Western Europe will be given complete information about entitlements and procedures for transportation to selected places of residence and the movement of household goods.

Only the service chiefs or the Joint Chiefs of Staff may make exceptions to the above ruling.



**PASSING THE WORD**—British Sea Scouts learn seamanship on visit.

as far away as Scotland attend high school here.

Bushey Hall school, 16 miles from Grosvenor Square, comprises grades one through nine. Eastcote school, 12½ miles away, teaches grades one through six.

Bus service to and from school is free to all students residing in London or the immediate area. There are designated pickup and return points. Lunch costs about 40 cents, and a map of the bus routes is located in the Naval Housing Office.

The schools in the United Kingdom have a very fine reputation.

Navymen with children of school age (in England a child must attend school from his fifth birthday) should

contact the U. S. Naval Support Activity, Supply Office (MAYfair 9222, Ext. 220). General information about the U. S. armed forces-sponsored and British schools will be furnished.

**D**EPENDENTS of naval personnel stationed in London may obtain medical care at the dispensary located at 53 Grosvenor Square. There is no American in-patient service for dependents in London.

The nearest American hospital is in South Ruislip, about 15 miles from London. It is operated by the U. S. Air Force.

Some dependents prefer to obtain the service of a private physician who will also make home calls. This

is at the dependent's own expense unless the treatment is determined to come under the provisions of the Dependents Medical Care Program. Newcomers are advised to locate a physician close to their residence as the Navy does not make routine calls to private homes.

The Dental Department in London provides routine dental care to dependents within its capabilities. Because the dental staff is small and naval personnel get first call, dependents are advised to have their dental work done before their arrival in London.

**A**LL AUTOMOBILES in the United Kingdom are subject to a \$35 annual road tax. In 1962, because of a recent law, the cost will be increased to \$42. If you bring a car you will have to pay this tax after the first 90 days.

Each automobile must also have a log book or registration certificate — the latter being used for imported vehicles.

Stateside license plates are honored the first year, regardless of their expiration date in the States. Then British plates must be displayed.

British plates may be obtained through the local County Council and cost 50 shillings (\$7). They are good for the life of the car while in the U. K.

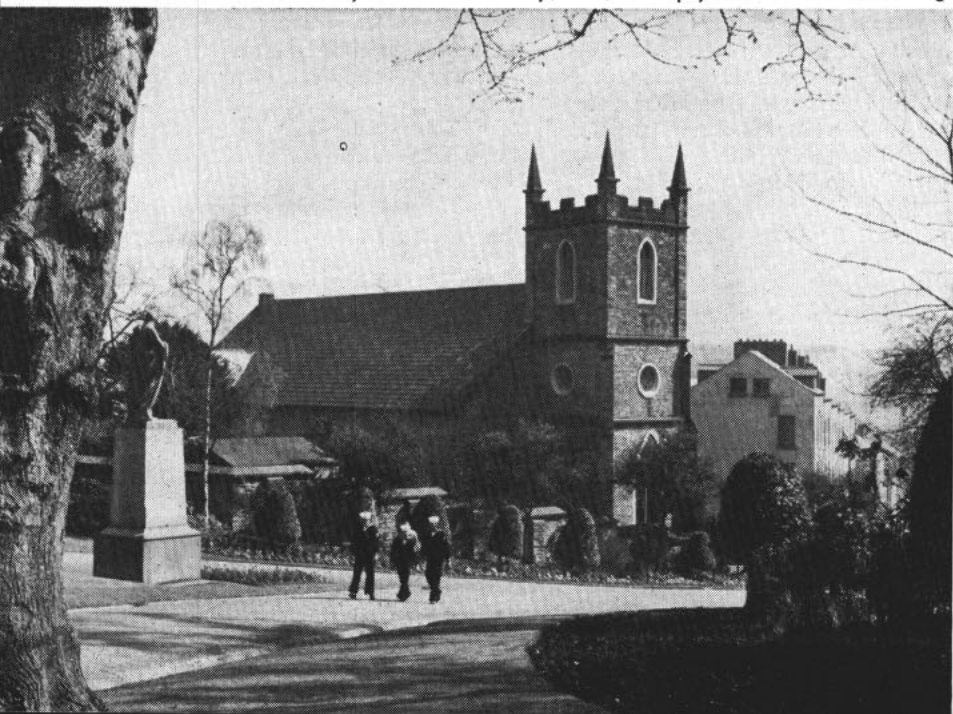
Unlimited "third party" liability insurance is mandatory in Britain. For an American car this will run nearly \$42 a year. By law, your policy is nullified if you allow an unlicensed driver to drive your car. Full coverage for a late model, medium priced American car costs about \$150 a year.

To get full information regarding licenses and insurance, automobile club representatives are available. The two major auto clubs in the U. K. are the Automobile Association (AA) and the Royal Automobile Club (RAC).

If you have an American driver's license it is valid in the U. K. Dependents, however, after driving in the U. K. one year on their American license, must obtain a British license.

Naval personnel can purchase gasoline without paying tax, but this can only be purchased at certain military installations. You will also need gasoline ration coupons which may be obtained in the London area at 7 North Audley St. If you

**NO BLARNEY**—Duty at Londonderry, Ire., is enjoyable and interesting.





have to buy gas at U. K. civilian pumps you'll pay about 70 cents a gallon.

No restrictions are imposed on the importation of privately owned vehicles into the U. K. Only one car may be imported duty free. But you can't buy a foreign car and export it back to the States free of charge. You now have to pay the shipping charge.

Here's a quick rundown on some of the other areas that a Navyman may call his next duty station.

**WEST MALLING, ENGLAND** — If you're heading for this U. S. Naval Air Facility, make sure you bring an automobile — if you have one. This station is about 35 miles from London. There is a lack of adequate bus service, and the nearest bus line is two miles away.

Rental cars are available but expensive. The least expensive costs \$25 a week, plus gasoline.

Adequate government housing is available, on station, with a total of 90 units allocated for occupancy. These units are former Royal Air Force public quarters and are much better equipped than the average civilian house or apartment that may be rented. Two- and three-bedroom units comprise the government housing. The average waiting period is estimated at two to three months for enlisted men, and five to six months for officers.

Civilian furnished flats, cottages or houses in the area may range in price from \$12 to \$50 a week. This does not include utilities (light, heat and water, which average \$11 a week).

The nearest recreation centers are in London or along the Kent coast. Maidstone, about seven miles away, has two movie houses, an indoor swimming pool and a nine-hole golf course. Hunting is limited owing to the leases which cover much of the available areas. Outdoor swimming, boating and fishing are also available along the coast.

Driving regulations are the same as those in London. The roads are diligently patrolled. Speeding and reckless driving are considered serious offenses. Except for a few modern highways, the primary roads are extremely narrow and winding, and in many instances two vehicles cannot pass. Gasoline may be obtained on station with the use of ration coupons issued to you.



**PIPE THIS**—Dagenham Girl Pipers check on things to see while in U.S.

The station has a small commissary and Navy Exchange. It also has a dispensary with a medical officer and four corpsmen. No dental facilities are available.

School children either must attend private English schools in the area (which are not accredited to American standards), or board out at Bushey Park, about 30 miles away.

**LONDONDERRY**, Northern Ireland, with its 48,000 people, is a midget in comparison to London with its eight million, but living conditions, electricity, entertainment, rules and regulations are roughly the same.

One difference, however, is that there are some quarters available on the Londonderry station (London has no government quarters). There are 30 units of married enlisted quarters and five units of married officer quarters. The units are of brick construction, and have two,

three or four bedrooms. All are comfortably furnished except for linens, dishes, cooking utensils and silverware.

All eligible personnel reporting to Londonderry who make application for housing are placed on a waiting list determined by a point system. Points are calculated on pay grade and time in rate and service.

While waiting assignment to government quarters, there are a limited number of homes available for rental in Londonderry. Very few are centrally heated, heating being accomplished through coal-fired fireplaces or oil or electric heaters in each room. Practically all are furnished except for refrigerators. There is no undue delay in obtaining local housing.

Personnel are advised not to bring items of furniture that are available in government quarters because there are no storage facilities in

**BONNIE BANKS**—Men from USS *Proteus* stroll in Dunoon, Scotland.





**FUZZY 'FEZ'**—Whitehats admire black hat of a St. James Palace guard.

Londonderry. Do not bring deep freezers — there is no space in quarters for them. If you do bring any electrical appliances make sure they are adapted to run on 110 volts-50 cycles or you will have to purchase step-down transformers after your arrival.

Household effects usually arrive about two months from date of shipment from the U. S.

Medical facilities are available on station, but all dental work must be done on the local economy.

Automobile regulations on licenses, plates and insurance are the same as those in the remainder of the United Kingdom. PX gasoline is rationed and can only be purchased at the

gas pumps aboard station. Commercial gasoline is approximately 70 cents a gallon. Roads are good, traffic light in comparison to that in the U. S., and opportunities to see beautiful Ireland are excellent.

Londonderry has a commissary and Navy Exchange on station, both fairly well stocked and serving about 60 families. There is no meat in the commissary, however. Certain regulations prohibit shipment of meat into that country, so personnel must rely on the local economy for meat purchases.

There are two tennis courts, a softball field, soccer field, archery range, outdoor basketball court, horseshoe pits and a library aboard

station. Welfare and Recreation has fishing tackle for both fresh and salt water fishing. Excellent salmon and trout fishing are available.

The station maintains rugby and basketball teams which compete regularly with local teams. Movies are shown six nights a week in the station theater at no cost to personnel. Cycling and hiking are popular forms of recreation and the station has six bicycles that can be checked out on a daily basis. An enlisted men's club is established aboard station with a television lounge, restaurant and bar facilities.

There are two fine civilian golf courses nearby as well as a number of tennis courts. There are also several beaches, and although the water is chilly, the bathing is superb. Dancing and roller skating are popular pastimes in Londonderry and the local dance halls and roller skating rink are widely patronized.

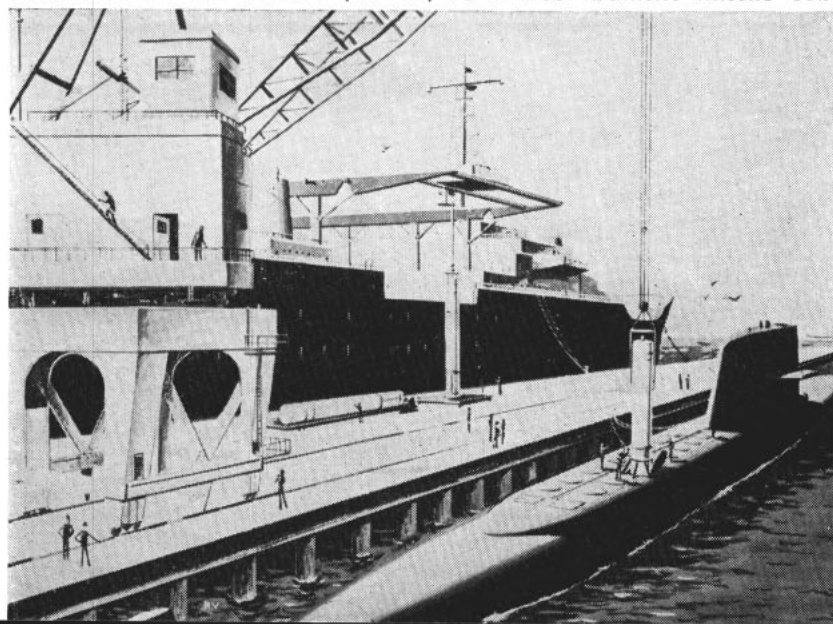
No American-sponsored schools are in this area, but children can attend several local schools. The Navy charts a city bus to transport students to a primary and junior high school. A Navy bus takes students to any one of the two girls' schools, one boys' school and one co-educational school in the area.

**HOLY LOCH**—There is no government housing in this area. It is strongly advised that military personnel precede their families when assigned to Holy Loch. Housing has no central heating and is lacking some of the amenities. There is a naval housing coordinator in the area. It is strongly advised that all personnel obtain housing through that office. There are many strange pitfalls in leasing agreements. Consultation with the housing coordinator or a solicitor (lawyer) should be made before signing any lease. Housing is expected to be available primarily in the Dunoon/Kilmun and Greenock/Gourock areas, the latter being less convenient as it involves transportation problems. It is a larger area and more housing is available.

With the well organized transportation network, automobiles are not a necessity. If automobiles are to be used, the small models are preferable, both from the standpoint of fuel consumption (gas is expensive) and accommodation to roads.

Roads vary widely in the area from large, high-speed highways to

**LOADING UP**—Artist's drawing shows concept of principle of missile transfer from USS Proteus (AS 19) to a fleet ballistic missile sub.





tortuous byways. Driving is on the left side of the roadway. Care and attentiveness are very necessary, particularly in populous areas where children, bicycles and prams may be found on the roads.

Export models of English-made automobiles may be purchased at a saving. Such automobiles may be used in the U. K. but must be shipped home or sold to another U. S. citizen. European models may be purchased, but the U. K. import duties must be paid. Under regulations, the United States government will not furnish shipping of foreign vehicles to the U. S., even on a space available basis. U. S. models may be purchased in this area through the AFEX at Prestwick Air Force Base.

Regulations for driving automobiles are standard throughout the U. K. — this goes for the Holy Loch area.

*Proteus* will have, at some future date, a playing field for baseball. Teams are being organized for soccer and rugby football which will compete with local teams. Very few gymnasiums exist in Scotland and none in the immediate area for activities such as basketball. There are no centers locally such as the USO. Club facilities do exist at Prestwick and may be used by U. S. naval personnel. Dunoon is a resort area and is quite active in the summer season. Boating is a very prevalent recreation on the Clyde.

Excellent facilities for liberty and recreation are provided for in the Clyde area of Scotland, including Dunoon, Greenock, Glasgow, and in Edinburgh.

Here there is no language barrier once one becomes accustomed to the Scot's burr.

Frequent and well run transportation networks provide easy access to all points. Glasgow is an hour away from Gourock by train and a round trip costs about \$1.50. For liberty, there is sufficient activity throughout the area, including all forms of recreational facilities from mountain climbing and tours to museums and cultural activities, to please any taste. Of particular interest are the frequent open exhibitions of highland tradition and pageantry.

One comment about customs and traditions:

The Scots people feel very strongly that Scotland is a country separate from England; so, in Scotland one does not say he is in England or that



NUMBER TEN Downing St. looks familiar to Navy men seeing London.

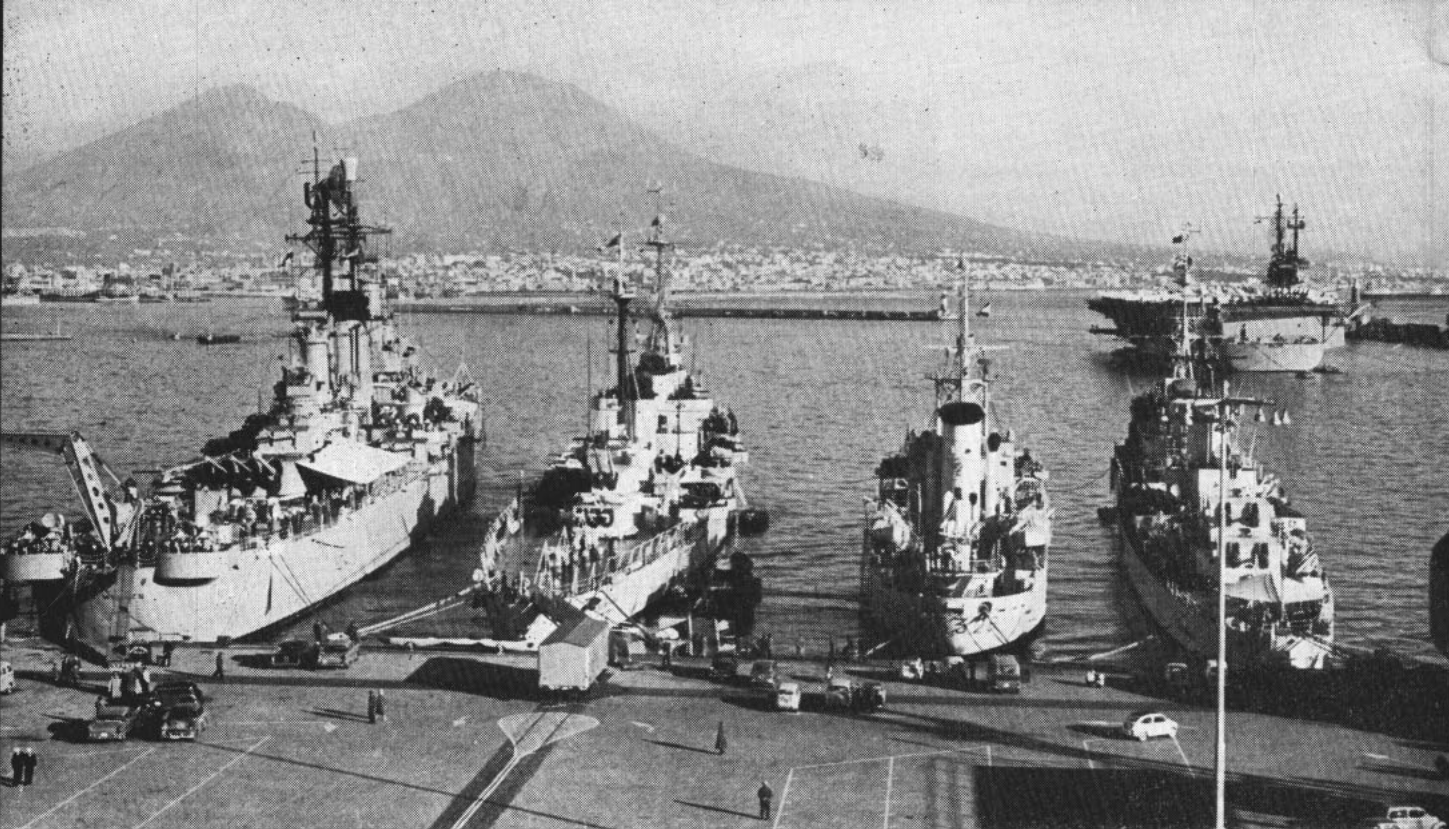
the local people are English. Family ties are strong and the various tartans are usually in evidence. Some wear kilts. In general, customs and conditions are not markedly obtrusive, and most Americans fall rapidly into their observance. Laws governing pubs may be a surprise as they will open late and close quite early.

This has been a very quick over-

view of duty in the United Kingdom. There has not been the space to mention anything about the history and traditions of this great country, nor of the friendly relations between its people and our own — which is evident everywhere you go. Suffice it to say that the U. S. Navyman heading for duty in the U. K. has a great opportunity for broadening his horizons.

NOW HEAR THIS—Sailors in Dunoon find the Scot's burr interesting.





MOUNTAIN MARKER—Mount Vesuvius looms over harbor and U.S. and Italian ships in port at Naples.

# NAVAL ACTIVITIES IN

ITALY HAS A REPUTATION as a sunny, friendly nation. The Italian people who put out the welcome mat for the U. S. Navymen assigned to duty there have demonstrated time and again the reason for this reputation.

What is the U.S. Navy doing in Italy, and why is it there?

It's a mutual agreement. Italy is one of the members of the NATO

nations, and the Navy, along with other components of the armed forces, is in Italy to insure that the mutual defenses of the North Atlantic Treaty Organization (see page 10) are strong and ready to resist aggression.

Here is a short summary of the naval activities in Italy. You'll find that for the most part they are centered in and around Naples.

• COMFAIRMED — *Commander Fleet Air Mediterranean*, in Naples, is responsible for the aeronautical support of all naval aircraft in the Mediterranean area. He has a two-hat job, the other one being *Commander Naval Activities, Mediterranean* (COMNAVACTSMED).

He is also responsible for the air logistic support of the shore establishments, for the operational control of the shore-based ASW aircraft assigned, and for providing shore-based ASW and air logistic support to the naval operating forces in the Mediterranean.

COMFAIRMED breaks into three main groups: Air Logistics Groups; ASW units; and miscellaneous units.

*Air Logistics Units* — COMFAIRMED is assigned additional responsibilities as Naval Air Logistics Coordinator European Representative (NALCOEURREP). The mechanics of this function are handled by an office located at NAF Naples. In this office, all requests for special airlifts and reports of cargo, passengers and mail on hand are matched up with the aircraft available, and special flights are directed.

*ASW Units* — These consist of one

HEADQUARTERS for Commander Naval Activities, Italy, is Naples.



**ALL HANDS**



or more air squadrons flying P2V aircraft which deploy to the Mediterranean on a rotational basis. The aircraft also engage in NATO exercises and bilateral exercises with the British, Italians, Greeks, Turks, French, Spaniards, Dutch and Norwegians. *uss Alameda County* (AVB 1), with her complement of vehicles and special equipment, is designed to activate NATO maritime airfields on short notice. Working with this ship and naval air installations, ASW aircraft can operate throughout most of the Mediterranean.

Miscellaneous units under COMFAIRMED consist of an Air Navigation Office, located at Port Lyautey, and Fleet Air Reconnaissance Squadron Two (VQ-2) based at Rota. This command is also responsible for these Reserve squadrons on two weeks' active duty training which deploy to this area.

• COMNAVACTSMED—*Commander Naval Activities Mediterranean* in Naples is responsible for coordinating, supervising and commanding the shore activities in the Mediter-



LOCAL COLOR—Navy men dine at one of the colorful spots in Naples.

# ITALY

anean area in the accomplishment of their missions and tasks. His functions are discharged through three area commanders and several miscellaneous units.

These units are: Commander U.S. Naval Activities, Spain (see page 24); Commander U.S. Naval Activities, Port Lyautey (see page 30); Commander U.S. Naval Activities, Italy; and miscellaneous units.

• COMNAVACTS ITALY—This is another dual command. The *Commander U.S. Naval Activities, Italy* exercises military command and coordination control of assigned shore activities of the U.S. Navy in Italy, and of certain other activities.

As Commanding Officer U.S. Naval Support Activities, Naples (COMNAVSUPACTS), he maintains and operates facilities for the logistic and administrative support of the U.S. elements of AFSOUTH headquarters (see page 10) and other U.S. Navy commands in the Naples area. They include the following:

*Naval Air Facility Naples* maintains and operates facilities and provides services and materials to support operations of aviation activities and units of the operating forces of

the Navy and other activities and units as designated. NAF is based at Naples' Capodichino Airport. Fleet Tactical Support Squadron 24, Detachment, is also based at Capodichino. It serves the Sixth Fleet through flights to various ports in which Fleet ships are located, and by COD flights to aircraft carriers at sea.

*Naval Air Facility Sigonella*, Sicily, provides logistic support and services to land-based ASW aircraft units which are part of the NATO forces and which provide ASW support to the Sixth Fleet. A squadron of P2V *Neptunes* is continuously deployed at Sigonella on a rotational basis. To accomplish its mission, Sigonella provides supply, maintenance and electronic repair facilities to serve the deployed units. A GCA unit, fuel farm, communications center and operations department are also maintained at the airfield.

Also under COMNAVACTS Italy are: *Naval Support Activity, Nice, France*, which takes care of Sixth Fleet ships homeported there; *United States Sending State Office (USSSO)* for Italy, Rome, which handles claims and legal problems arising under the Status of Forces Agree-

ment with Italy; and *Preventative Medicine Unit No. 7*.

A *Military Sea Transportation Service Mediterranean Sub Area* office is also located in Naples.

• NATO Components—Here is a list of the NATO activities with which the Navy is most concerned

ON THE JOB—Navy personnel of COMNAVACTSMED make plans for inspection of its commands.





**KEEPING UP**—Navymen attend free evening classes in Italian. *Rt:* Disaster drill is held by Naples Navymen.

(see page 10). They are all headquartered in Naples:

*Allied Forces Southern Europe (AFSOUTH); Allied Air Forces Southern Europe (AIRSOUTH); Naval Striking and Support Forces Southern Europe (STRIKFORSOUTH); and Commander Central Mediterranean (COMMEDCENT).*

**A**S FAR AS THE NAVYMAN is generally concerned, duty in Italy means duty in Naples. Sailors stationed here, or with the Sixth Fleet, have visited all the major ports and cities of the country, but they have a particularly soft spot in their hearts for Napoli.

As a matter of fact, U.S. forces have been based in Naples since the port was first liberated back in 1943. It is one of the world's most attractive ports, as well as the chief city of southern Italy. It has a population of a million and a half.

The city of Naples itself rises from the sea, in two sections. The eastern section contains the industrial and commercial areas, while the top residential districts are found in the western part. The hills of Naples will remind you of San Francisco. Behind the Bay of Naples, with its long curving shore, is Mt. Vesuvius.

It is beautiful and historic country. In fact, the history of Naples is said to date back 3000 years.

Since many Navymen get assigned to duty at this location, here's a brief summary of what you can expect.

**H**OUSING FOR THE NAVY FAMILY is a problem (as always) but less than you might think. There is no government housing available, and in order to obtain private housing, Navymen with dependents must use the Naples Housing Office which carries a list of suitable quarters.

(As previously stated, western Europe is temporarily closed to families of servicemen — see page 15.)

Within the confines of Naples proper, private residences are generally of the apartment type with several families living in the same building. On the outskirts, individual two-story or single-story houses are available, but in these areas there is usually a shortage of water in summer.

Personnel with children of school age are advised to acquaint themselves with the Navy School bus routes before selecting their quarters.

Location has a great bearing on rental price. Current rentals range from \$40 a month for a three-room unfurnished apartment on the outskirts to \$200 for a six- to seven-room unfurnished apartment in the best located, most fashionable area. A typical apartment for an American family with two or three children — one located in a new and centrally located part of the city — would probably range from \$80 to \$110 a month, exclusive of utilities, which probably would be just under \$20 a month.

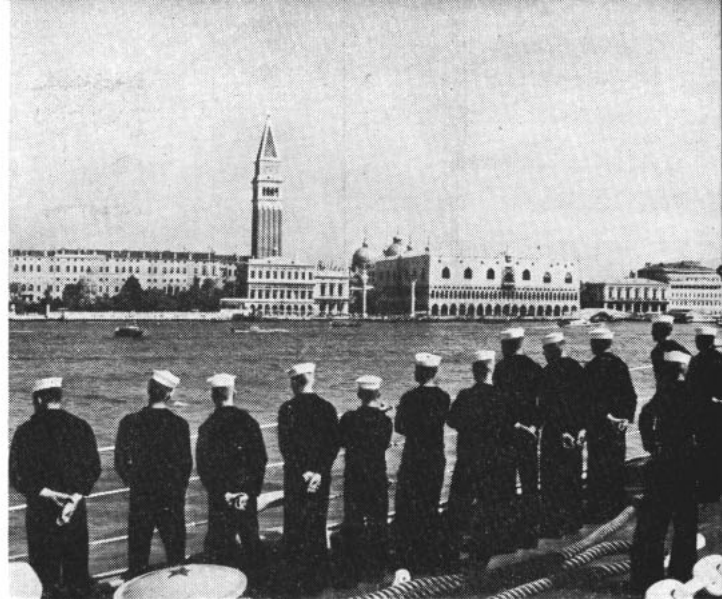
An unfurnished apartment in Naples is literally just that. Stoves and refrigerators are not furnished. Almost all electrical appliances used in the States should be brought along. Transformers will be needed but can be purchased locally. American TV sets need minor modification to bring in the sound portion of the broadcast, and phonographs will also need minor alteration. Your TV set will be subject to an annual tax of \$22.

Furnished quarters cost approximately \$20-\$30 more a month and

**THREE R'S**—Forrest Sherman school at Naples is one of Navy's biggest.







ROMAN HOLIDAY—Salty tourists see Roman ruins. Rt: The wonders of Venice are visited by Navymen.

still lack many items to which you are accustomed. Moreover, furnished quarters are not nearly so plentiful as unfurnished quarters.

Berthing and messing facilities are provided for enlisted personnel without dependents on station.

**M**EDICAL AND DENTAL facilities are available in Naples. The Navy's largest dependents school, Forrest Sherman, (see page 42) is located opposite the Station Hospital. It houses the greater portion of the elementary school (grades two to six) and the junior-senior high school (grades seven to 12). First graders take their schooling in eight rooms of a new building located close to Navy headquarters.

There are a number of private kindergartens in the area. Generally, these are operated by wives of servicemen, some on a cooperative basis, but all at a relatively low price.

Shops and department stores carry a diversified stock of consumer items, but in most cases one cannot expect to find his favorite stateside brands. In smaller shops, bargaining is the accepted method of doing business.

Navymen and their families will find their "focal point" for shopping to be the large, two-story building in Naples which houses the Commissary Store and Exchange.

Recreational programs, activities and facilities such as craft shops, libraries, service clubs, sports centers and tours are available. In addition, there are many civilian health resorts, sports centers and hunting and fishing opportunities available. Naples, of course, has an excellent music program the year around,

including opera, symphonies and concerts by distinguished artists.

The following clubs are located in Naples: Commissioned Officers Mess (Open), Chief Petty Officers Mess, Bluebird Enlisted Men's Club, Flamingo Allied Enlisted Men's Club, a USO club and a Seaman's club.

**M**EMBERS OF A NAVYMAN'S FAMILY require a passport. In addition, Italy requires a permit called a "Foreign Sojourner's Permit," for persons *other than* tourists and military personnel under orders if they are in Italy for visits of more than 90 days' duration. Dependents of Navymen are in this category and must obtain additional permission to live in Italy.

Application forms and assistance in preparing the "Foreign Sojourners Permit" can be obtained from the Legal Officer in NavSuppAct, or from the Provost Marshal.

**I**F YOU BRING your automobile to Naples, the Italian Road Tax (based on horsepower) is applicable if the car is registered in your dependent's name instead of yours. But if the car is registered in the Navyman's name and a legal bill of sale or title shows that the car is actually owned by the Navymen, savings of up to \$125 may be made through use of military registration and military-issued license plates.

Your stateside driver's license will not be valid for driving in Italy. Instead, you must have a "U.S. Forces in Italy Motor Vehicle Operators License." Before you will be issued this license, however, you must pass a written examination based on a pamphlet entitled "Drivers Manual for Naples, Italy." Additionally, to receive this license, you must possess a valid stateside license. There is no local requirement for either license to be renewed periodically.

PLACE IN THE SUN—Destroyers and sub moor together in Genoa.





IN PORT—USS *Rankin* (AKA 103) rests at Malaga, Spain, as crew enjoys liberty with a Spanish flavor.

## DUTY IN SPAIN

ONE OF THE LARGEST U. S. naval activities in Europe, from the standpoint of acreage, is located in Spain. Located on a six-thousand-acre modern naval installation in this ancient maritime nation is the U.S. Naval Base, Rota, home of COMNAVACTS Spain.

The main mission of the Rota base is in support of U. S. ships and aircraft operating in the Eastern Atlantic and the Mediterranean. This includes material assistance, such as supplying fuel, ammunition and replacement carrier-type aircraft.

Rota links Spain's and Europe's great past with the present. For example, it is situated about ten miles across Cadiz Bay from the oldest organized city in Europe — Cadiz — whose history goes back more than 2000 years before Christ. Forty miles up the coast is the tiny port of Palos, from which Columbus sailed for the Indies in 1492.

One of the unusual features of the present-day harbor of Rota is a group of massive concrete tetrapods

— which look like gigantic children's jacks — aligned in rows to serve as breakwaters. They weigh as much as twenty-five tons, and they have proved to be very effective.

Spain has an important role in the defense network of western Europe and the free world. In addition to the huge Rota naval complex, this includes three U. S. Air Force bases and several U. S. Navy and Air Force support installations.

Navy men assigned to duty in Spain may find themselves headed for one of the following locations.

- *El Ferrol*. Here is located a naval fuel annex which has a stor-

age capacity of several million barrels.

- *Cartagena*. This includes a naval magazine and fuel annex under COMNAVACTS Cartagena.

- *Barcelona*. A small detachment of naval personnel is located at NAVSUPACTS Barcelona to support Sixth Fleet ships home-ported there.

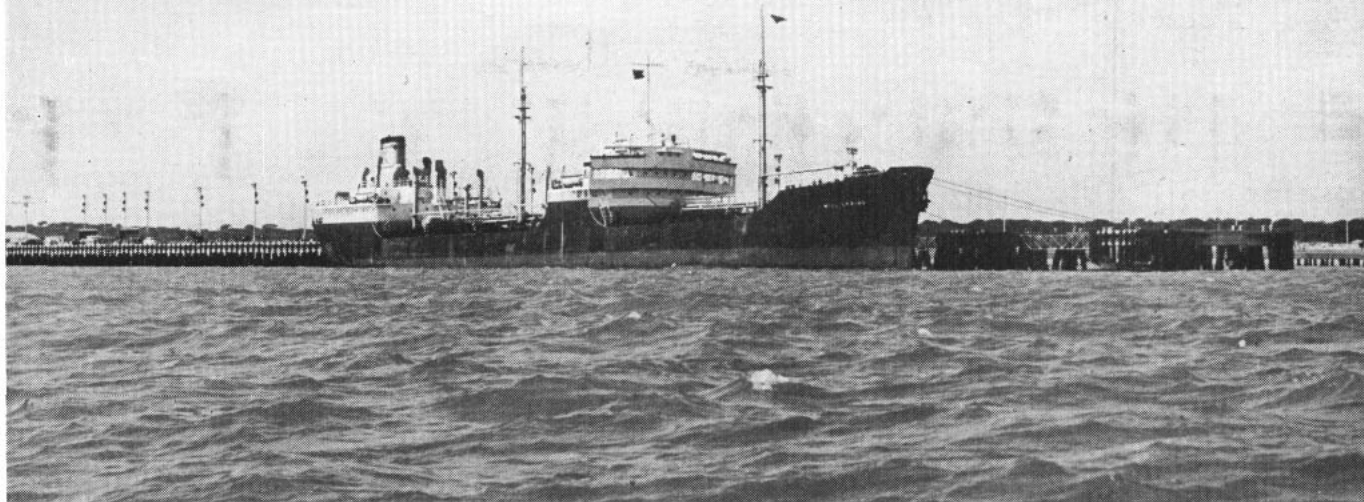
- *Rota*. In addition to being the headquarters of Commander, Naval Activities Spain, the installation includes a Marine Barracks, naval fuel depot, a naval magazine, and a naval station composed of the harbor complex and airfield. At the present time, Rota is home-base for two Navy patrol-bomber squadrons.



**R**OTA NAVAL BASE is a joint Spanish-American installation. Commandant of the Base is a Spanish navy flag Officer. The senior U. S. Navy officer is a Captain, responsible for American activities.

The Rota naval complex, built at a cost of about \$110 million, is virtually self-sufficient, producing its own electricity and heat, but utiliz-





**ROTA BUSINESS**—American tanker pumps gasoline into petroleum pier at U.S. Naval Base, Rota.

ing Spanish facilities for fresh water and telephone service. The bulk of all foodstuffs consumed by U. S. personnel at Rota is delivered by sea from the United States.

On-base housing for married personnel is a 496-unit community. Quarters for both officers and enlisted men consist of two- and three-bedroom duplexes of modern American design. (However, the recent SecDef directive has cancelled further travel of dependents to Spain for the time being—see page 15.)

Off-base housing in the immediate area is limited. Many of the available houses are old and in need of repair, although there are a few recently constructed buildings in Rota and nearby cities.

Because this area for many years has been mainly a farming and summer resort area, the available homes are mostly of the large villa type or the smaller beach residence. For apartments, one has to go to Jerez de la Frontera (15 miles) or to Cadiz (about a 45-minute drive). Rent for off-base housing varies considerably, from \$65 to \$200 monthly, according to locality and type.

A Navy commissary, Exchange, gasoline station and laundry help contribute to Rota's community life. The commissary carries adequate stocks of meats, canned goods (including baby foods), dairy products, staples and frozen foods, as well as fresh fruits and vegetables in season.

The Navy Exchange contains a retail store and provides laundry, dry cleaning, cobbler, barber and restaurant service. A beauty salon is also available. Religious life is centered in a large modern chapel which is served by both Catholic and Protestant chaplains.

Education for grades 1-12 is pro-

vided for dependent children at the David Glasgow Farragut School located in the base housing area. The school, modern in design, has 40 rooms and a 750-student capacity. A kindergarten is in operation on a tuition basis.

The school is staffed with highly qualified American teachers and equipped with the latest educational materials. The high school is fully accredited in the United States. Farragut graduates are eligible for entry into any U. S. college or university.

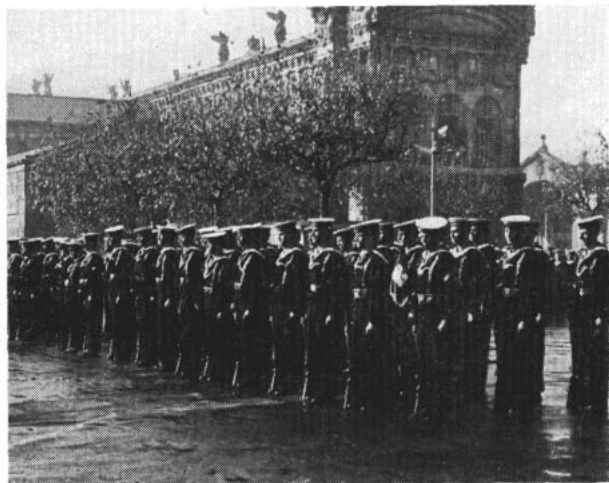
**C**ARTAGENA — U. S. naval activities in Cartagena (located about halfway up the Spanish Mediterranean

coast) include the naval magazine and naval fuel annex which are located on the outskirts of Cartagena.

The magazine, about three miles east of the city, is staffed with approximately 100 officers and men. It is virtually self-supporting. Included in its facilities are government housing, dependents' school grades 1 through 8 (high school available through correspondence courses), theatre, gymnasium, swimming pool, commissary and Exchange. Gasoline may be obtained with the use of coupons (this applies for all members of U. S. forces at this and other locations in Spain).

**FOOT WORK**—Huge tetrapods used for sea wall at the Naval activity at Rota, have become symbolic of base and the Navy in Spain.





**AROUND ROTA—CPOs from Rota treat Spanish children to bullfight. Rt: Spanish sailors form honor guard.**

Electricity in government housing is suitable for American appliances, but transformers are needed for civilian housing. Off-base housing is plentiful and cheap, but this type of housing usually comes without or with inadequate central heat or refrigerator and includes a poor type of coal stove.

The fuel annex, located on the western part of the harbor, has a capacity of some five million barrels. It is served by the magazine support activities, and its personnel, 30 in number, live in the same housing development as magazine personnel.

Naval personnel with a billet in Cartagena who expect to find themselves in gay, continental, debonair

Europe will be surprised. Cartagena is a small, quiet town. On the Mediterranean coast, about 180 miles south of Valencia, it was founded in the third century by the Carthaginians who gave it its name.

The present population is about 120,000. Despite its size and background, Cartagena is very much a provincial town—the Cartaginians insist their city is among the most conservative in Spain.

The city boasts a deep natural harbor surrounded by high, rocky hills. Because of these natural features it has long been an important Spanish naval base. The base, some fishing, several smelters and some agriculture support the city.

The nearby Mediterranean cities offer wonderful opportunities for swimming, boating, and skin diving. The deserted fortresses in this area are interesting to explore and photograph.

**EL FERROL**—U.S. naval facilities are located at another important Spanish naval base, El Ferrol, on a deep, fiord-like natural harbor in the northwest corner of Spain. The city, with a population of 80,000, is historically of some importance—much of the great Armada which sailed against England was built in her shipyards. At one time the harbor was considered impregnable and the best-defended in the world.

The climate, in this part of Spain, is similar to that found along the coasts of Oregon and Maine. The city itself is interesting, neat and agreeable. It has a shopping district of adequate size.

The only U. S. military activity in this area is the naval fuel annex which has a storage capacity of about six million barrels. The fuel annex, entirely self supporting, is operated by only a few Navymen and civilians who live entirely off the local economy. There are no dependent facilities. Contact with Madrid, which is an 18-hour train ride away, is infrequent.

The U.S. Navy is in Spain, as in other countries, at the invitation of the government. The U. S. Navyman on duty at any of the locations mentioned will recognize that he is a guest and act accordingly. The Spanish people are members of a maritime nation which has a long and distinguished history and have a soft spot in their hearts for a seafaring man. You'll like this duty.

**HELLO THERE**—USS *Springfield* (CLG 7), flagship of Sixth Fleet, stops for a visit at Malaga, Spain, as enthusiastic Spaniards crowd the pier.





# NavCommU Asmara Means Unique Duty

ONE OF THE MOST UNUSUAL duty stations for a Navyman is located on the east coast of Central Africa, in the city of Asmara, Eritrea. Here is a naval communications facility, which has the job of providing the command link to U. S. operating forces in that part of the world.

Founded in 1942, NAVCOMMU Asmara is located on Kagnew Station, a U. S. Army post. The station is supplied by planes from the U. S. Air Force Base at Dharam, Saudi Arabia, and by ships mooring in the Red Sea port of Massawa.

One of the collateral jobs of personnel assigned here is to assist naval ships calling at Massawa in procuring provisions, transportation and port facilities.

Eritrea is a former Italian colony, now federated under the Ethiopian crown. Asmara, its capital, located 7600 feet above sea level, enjoys an unexpectedly pleasant climate. The average daily temperature is 62 degrees, ranging from about 50 degrees to 74. The highest recorded temperature was 87.8 in the month of April. There are no sandstorms in that part of the world.

Among the features of the station are a theatre, gymnasium, bowling alleys, a dependents' school, grades 1 through 12, and a church. Asmara has a British kindergarten and primary school, and a complete Catholic-sponsored school activity.

The U. S. Army operates a TV and radio station, a hospital with three medical and two dental officers, a well stocked commissary and PX, and a laundry and dry cleaning plant.

There is also an Officers Club, Top Five Club (E5 and up), Oasis Club (below E5), and a Service Center for single men. Those who like to play golf can take advantage of a nine-hole course nearby. There are also a swimming pool, tennis courts, horseback riding facilities, and an automobile and woodworking shop.

Air mail takes about four days to reach its destination in the United States.

There are no American banking facilities in the area. Checks written against CONUS banks can be cashed on the post, and retention of both savings and checking ac-

counts in the States is recommended.

Government quarters are limited. Only the Officer-in-Charge, E9s and E8s will have any assurance of moving into quarters at an early date. There is a waiting period of one year for all others. Personnel below E5 are not normally permitted to bring families to Asmara because of limited off-base housing. Approval for concurrent travel for all ratings rests with the post commander.

Few off-the-base houses are furnished so it is recommended personnel bring as much of their furniture as possible. Household effects take two-four months for delivery. A limited amount of Army Quartermaster furniture is usually available on a temporary basis while effects are in shipment.

While awaiting housing, most families live in one of the two hotels in the area. While living there, personnel are allowed a temporary lodging allowance (\$13 a day for men with one dependent; \$19.50 for those with more than one).

Government quarters on station are furnished by the Quartermaster. These houses are furnished but freezers are not included. Since the station operates on 115 volts 60-cycle, any U. S. appliance will work

satisfactorily, if in good condition.

During the 1959-60 season Navy families found quarters off base within 45 days after arrival. Rent varies from \$40-\$100 a month plus utilities. Electric rates are high off station, running about \$35 a month for most families. Since local power is 135-220 volts, 50 cycle, step-down transformers are necessary for American appliances.

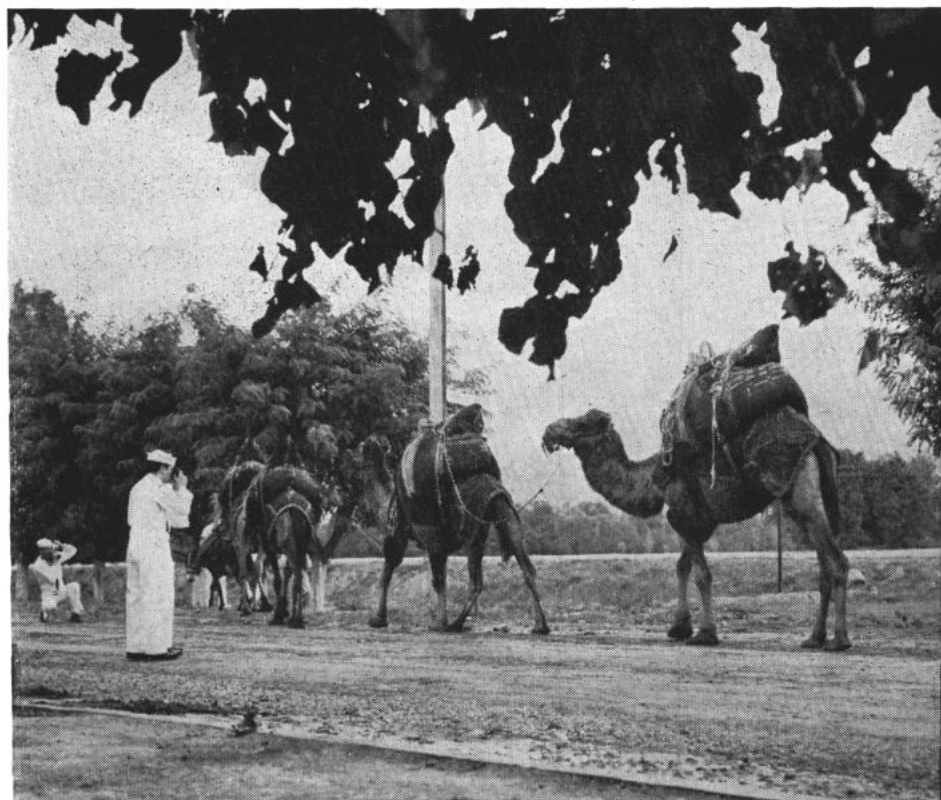
Men will need a full seabag. Uniform for officers is working khaki, blues, whites and dress khaki. Enlisted men may wear whites or blues on watch, and dungarees are worn by maintenance personnel, along with the blue working jacket.

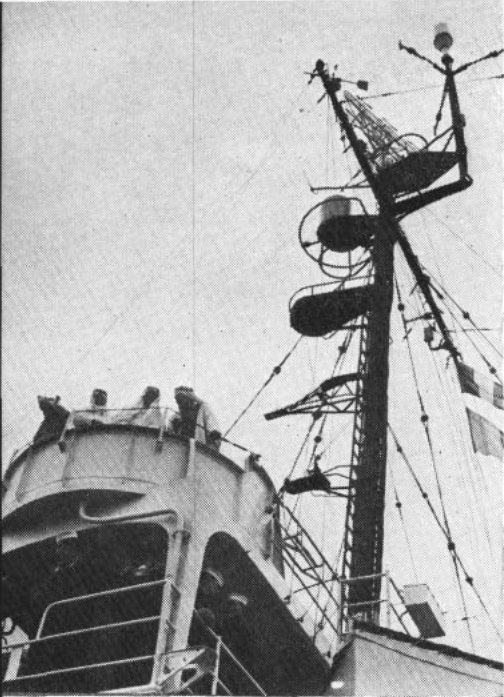
There is a limited amount of small stores available. Civilian clothes are recommended to be worn off station.

Automobiles may be shipped, allowing six weeks for delivery. Gasoline is sold through the Exchange. All cars arriving must pass a safety check and be registered with the Station Provost Marshal. American-type license plates are available on the base, and third party insurance costs about \$25-\$30 a year.

All in all, Asmara may not be considered the most choice duty, but the Navyman assigned there will find it "different" and "interesting."

**LAND CRUISERS**—Navy men turn their cameras toward familiar sight in Africa and the Middle East. Camels are called 'ships of the desert.'





a visible proof that this country is ready to give aid if need be.

COMIDEASTFOR, usually made up of one seaplane tender as a flagship plus three or four destroyer-type ships, has a sizable area of responsibility. It extends from Ethiopia to Burma, and from the Equator north to include the countries facing the Red Sea, Persian Gulf, Arabian Sea, Indian Ocean and the Bay of Bengal.

This is the mission of the Middle East Force. It will:

- Conduct operations in support of U. S. objectives and protect U. S. interests.
- Support other U. S. allied or friendly commands as directed.
- Act as the Search and Rescue Commander in the assigned area of responsibility.

bassies — is a U. S. Air Force Base at Dhahran, Saudi Arabia. At Bahrain the COMIDEASTFOR staff uses Royal Navy and Air Force facilities that have been made available as a matter of courtesy.

The COMIDEASTFOR area is subordinate to Commander in Chief, U. S. Naval Forces, Eastern Atlantic and the Mediterranean (CINCNELM). Normally, ships of MIDEASTFOR are engaged in routine patrols between ports in the area. Occasionally they carry out joint exercises with foreign navies.

The tour of duty for the flagship is four months. It takes two months for a ship to travel to and from Norfolk, Va., making its stay away from the United States six months. The destroyers are only in the area one month, shuttling back and forth

## MIDDLE EAST FORCE

**T**HE EXOTIC LANDS and the mysterious seas of the Arabian Nights are included in the operating locale of the U.S. Navy's Middle East Force. Sheikdoms, carpeted tents, rainless deserts, camel caravans, Moslems and Buddhists — these and the people of a dozen different ancient nations will be seen by the Navymen on station with COMIDEASTFOR.

In that sensitive area of the world, the function of the Middle East Force has been to serve as a stabilizing influence. MIDEASTFOR is a symbol of the protective efforts of the United States on behalf of the weaker countries of the Middle East and

• Maintain liaison with allied forces, United States Foreign Service officers and other U. S. government agencies.

• Exercise naval control of U. S. shipping functions as Operational Control Authority.

• Create and exchange good will with the people of countries within the area in order to support the national policies of the United States.

**C**OMIDEASTFOR usually operates out of Bahrain, an independent sheikdom under British protection. The only other U. S. activity in the area — with the exception of U. S. em-

from the Sixth Fleet. Small ships, like those assigned, are more desirable in the Persian Gulf because only shallow-draft ships are able to navigate the small harbors.

Also assigned to COMIDEASTFOR is a utility aircraft R4D which is used for carrying mail, small freight, and on certain occasions, airlifting personnel.

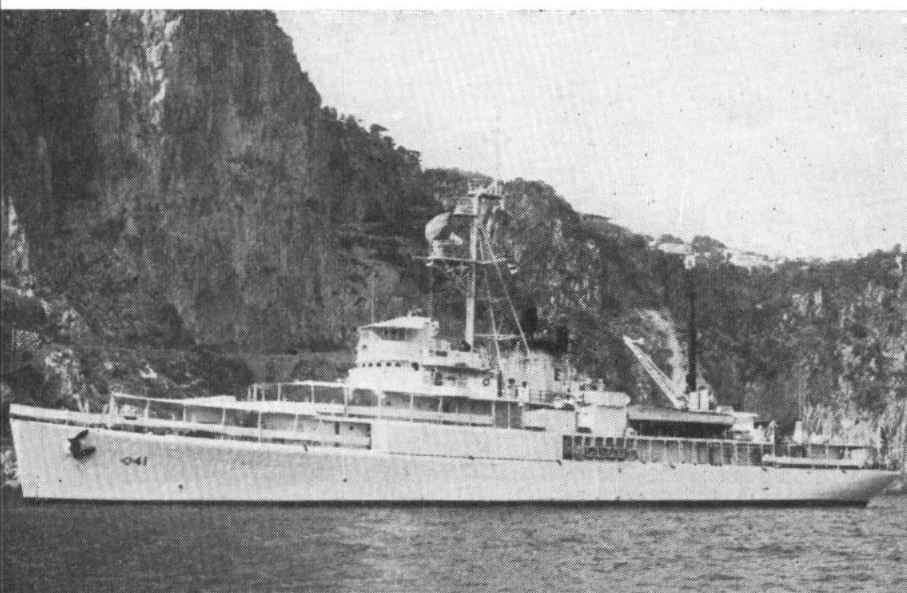
In his role as naval officer-diplomat, COMIDEASTFOR must make many official calls on civil officers and rulers in the cities he visits. The rulers also make return visits to U. S. Navy ships.

Bahrain, largest of the Bahrain

**FAR AWAY PLACES**—Middle East ports are great for souvenirs. Top: USS Duxbury Bay (AVP 38) ends a tour.







**COOL COLOR**—USS *Greenwich Bay* (AVP 41) is current flagship for Commander Middle East Force. *Rt*: Moslem mosques are familiar sights.

Islands and home base for the Middle East Force, is located in the Persian Gulf and is ruled by a sheik. The island's principal source of income is oil.

The climate in Bahrein is moderate from December to March with cool nights, clear skies and occasional rain. April, May, June, November and parts of October are also pleasant, but July, August and much of September are hot, making air conditioning essential. During these months the temperature often reaches 115-120 degrees.

(During the summer of 1960, the small seaplane tender *uss Greenwich Bay* (AVP 41) recorded a sea water temperature of 104° F., and an outside temperature in the sun of 122° F. Some time before this, *uss*

*Zellars* (DD 777), also operating in the MIDEASTFOR, recorded a sea water temperature of 130° F.)

Enlisted personnel attached to the staff of COMIDEASTFOR are not authorized to bring dependents to the area because of lack of suitable housing accommodations. There are presently only nine officers' families living in Bahrein.

High expenses, short tours of duty, difficulty in setting up housing in a strange environment, and the heat—all contribute to making life undesirable for dependents, but for the Navyman who is interested in visiting places that most travelers never get to see, duty with the Middle East Force is a unique experience—one that he may not always enjoy, but one he will always remember.

**BIG TOP**—Navymen sit in desert tent as guests for tribal banquet.



**HOT TEMPERATURE** of Middle East area calls for special uniform for men and white skin for flagship.





IN TOWN—Navy men shop for some souvenirs in Port Lyautey.

servists lending a hand to bring the supplies as quickly as possible.

Serious flooding of the Rharr Valley area shortly afterwards required helicopter lifts and more food drops. A devastating fire raged for hours on a farm adjacent to Sidi Yahia Naval Communications facilities until brought under control by Navy firefighters. Even Navy Scuba divers were called to the rescue when an automobile veered off the highway and plunged into the swollen rivers of the Sidi Kacem tributary.

The assistance rendered was not limited to times of emergency or disaster. Valuable aid was given in the cultural areas with the Navy wives teaching English voluntarily at the Takodoum school in the Medina of Kenitra. The classes of instruction included beginners, intermediate and advanced, totaling 95 students. The U. S. ambassador to Morocco

## PORT LYAUTEY: DUTY IN

**S**ITUATED ON THE ATLANTIC shoulder of North Africa is Morocco, a nation of sharp contrasts — sweeping beaches, fertile plains, high mountains and arid deserts. Most of its people are Moslems, and its customs are sometimes strange and usually fascinating to the American visitor.

To the Navyman, Morocco means Port Lyautey, for in this port and nearby Kenitra, a city of some 70,000 people, the U. S. Navy is the biggest activity. The naval complex located here includes a Naval Air Station, a Naval Ordnance Activity, a Fleet Weather Central, a Naval Communications Facility, Naval Overseas Air Cargo Terminal and various other activities, totaling a dozen or more naval commands.

The Port Lyautey complex comes under Commander U. S. Naval Activities (COMNAVACTS) who exercises military command and coordination control of the various U. S. naval activities.

The naval air station furnishes logistic support, including maintenance facilities to tenant activities and serves as a secondary supply stock

point for the Sixth Fleet.

The site of one of the original American landings in North Africa in 1942, Port Lyautey has long been known to the U. S. Navyman, and the Navy installations built there, with the cooperation of the Moroccan government, represent an investment in the millions.

**R**ELATIONS BETWEEN the United States and Morocco are friendly. There is good reason for this, because many valuable "assists" have been rendered to the Moroccan people over the years by the Navy men and their families stationed there.

Take as an example the record of the past year, commencing with the assistance offered immediately following the Agadir earthquake (see ALL HANDS, June, 1960, p. 16). At that time, ships, planes, Navy men, Waves, Seabees and personnel of the other armed services rushed aid and rescued victims buried in the rubble left by the earthquake. Tons of food and clothing were sent to the stricken from all parts of the United States, with Naval Air Re-

congratulated the teachers for their outstanding work, stating that "these efforts show our Moroccan hosts the generous spirit that is America."

**E**ducational assistance was performed on a large scale when the Navy Base contributed 12 completely renovated quonset huts to the Pasha (governor) of Kenitra. These were hauled and placed on cement block foundations in a pre-selected area in the Medina. The plot was then fenced in and the Pasha had a new school program. Moroccan teachers were immediately provided and when school opened last October the naval base had provided facilities for 1000 Moroccan children to enter school, who would normally have had to wait another two or three years.

Continuing the program started three years ago, the naval base schools once again taught 12 Moroccan students. Graduation this year saw young Hammadi Mansour, a former Kenitra orphan, step to the podium to receive his diploma from the hands of the American ambassador. Mansour was accepted (un-



der Public Law 402) for university training in the United States. Many other Moroccan students will follow his path.

Another phase of cultural participation was the erection of two renovated quonset huts in Kenitra to provide library facilities. This has proved to be a very popular project and the library has attracted many thousands of Moroccans during the past year. Movies have been shown in Arabic every Friday night and the library has been filled to overflowing on these movie nights. English language classes were held twice a week at the library this past year.

These examples and many other incidents of similar nature explain why U. S. NAVACTS, Port Lyautey, was chosen to receive the George Washington Medal of the Freedoms Foundation this year. It was the only overseas naval command to receive such an award, granted for its "outstanding achievement in bringing about a better understanding of the American way of life."

At the same time came a letter from the Chief of Naval Operations.

## AFRICA

"This award," he said, "symbolized all the things personnel of Port Lyautey have done both individually and in concert to express our nation's philosophy of respect and concern for the dignity of the individual."

**I**F YOUR NEXT DUTY STATION is U. S. NAVACTS, Port Lyautey, here's what you can expect.

Unless base housing is provided immediately upon arrival at Port Lyautey, which in many cases it is, you and your family will usually live in a hotel in Kenitra, drawing temporary lodging allowance up to a maximum of 60 days.

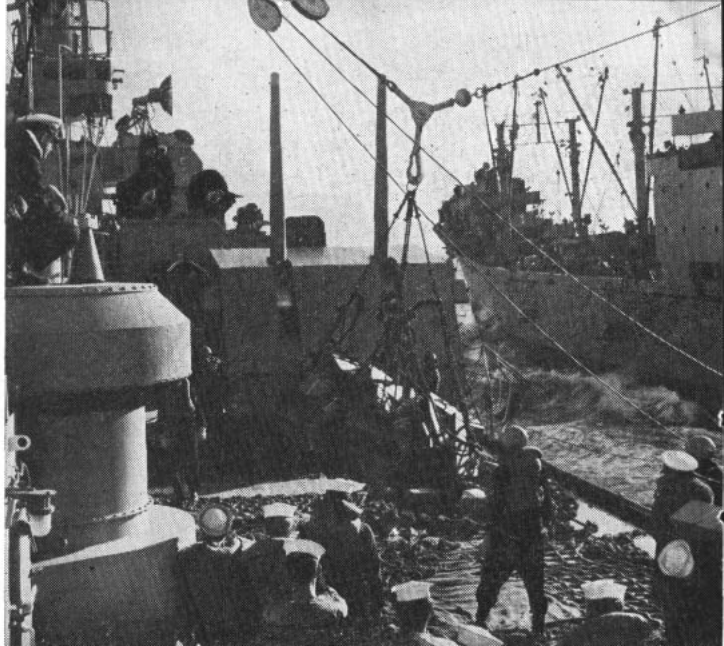
Homes available in Kenitra consist of the apartment or private villa type, of tropical concrete construction. These homes are usually cold and damp in winter and the heating system must be augmented with kerosene heaters. Rents, although a little high, are considered favorable, with apartments in the \$50-\$70 a month price range, depending on the number of rooms, style and location.

Living conditions in Morocco are considered both favorable and eco-



**NAVY AT LYAUTEY**—Moroccans in local dress visit missile cruiser. Below: NAS Port Lyautey furnishes logistic support to Sixth Fleet.





**ON ITS WAY**—Naval Overseas Air Cargo Terminal at Port Lyautey receives cargo flights for Med ships.

nomical. Morocco has a climate which is very pleasant most of the year. (Sandy winds, however, occasionally blow from the Sahara during the months of May to October, and can be very irritating to the newcomer.)

The Moroccans as a rule are friendly and mind their own business, and you and your family come and go as you please.

Shopping is always interesting and Morocco provides much for the visitor in the form of rugs, wood and metal products, paintings and leath-

er. (Local residents say "the world's money travels in Moroccan leather wallets.")

Also for the personnel stationed in Port Lyautey there is a shopping center on the station which contains a retail store, ladies' shop, children's shop, camera shop, supermarket, beauty salon, newsstand and record shop.

**O**NE MAY NEVER RUN SHORT of recreation in Port Lyautey. Special Services operates the following facilities:

Bowling alleys, golf course and club house, gymnasium, handball and tennis courts, swimming pool, roller skating rink, miniature golf course, hunting and fishing, skeet range, golf driving range, riding, ham radio station and hobby shop.

Also on the base is a Red Cross center and a library with a wide range of reading material, plus three movie houses which show films nightly.

The Chief Petty Officers Club features dancing, movies and bingo. The modern EM club offers dancing nightly to a new band each week, bingo every Friday night, and soft and mixed drinks and home-style meals Tuesday through Sunday. The Officers Club, housed in the Senior BOQ, is comprised of a reading room, coffee lounge, bars and dining and dancing area.

Full medical and dental facilities are available. Routine immunization for dependents is given Monday through Friday.

There are three schools located on station. They include a grammar school, grades 1 through 6; a junior high school, grades 7 through 9; and a high school, grades 10 through 12.

The uniform is not worn ashore on leave and liberty. Civilian attire is in order. Morocco is bi-lingual with both Arabic and French spoken. In order to shop in Morocco with any reasonable amount of success, a knowledge of at least French is a necessity.

Leave papers are published in five languages: English, French, Portuguese, Italian and German.



**AS USUAL**—Children near the Moroccan naval base are well aware of Navy's presence. Here, orphans receive gifts at NAS open house.





**FRIENDS IN NEED**—Navy men unload supplies for quake victims at Agadir. *Rt:* Earthquake disaster area.

**A**T THIS POINT it is appropriate to mention something about Moroccan customs and their religious faith.

Moroccans, who are normally Moslems, are deeply religious people. They are also mystics, believing that the world is full of occult forces. The name of God is constantly invoked in greetings, thanks, wishes, congratulations, condolences — and even insults, to obtain increased effectiveness.

The Moslems pray five times a day. In Morocco, non-Moslems are not allowed to enter a mosque. The Koran, as revealed to the Prophet Mohammed, is the divine law. The whole dogma of Islam is a profession of their faith that God is the only God and Mohammed is his prophet.

Islam has a great simplicity. There are no sacraments. One should avoid comparisons with other religions when talking to Moslems. Moroccans believe in demons which terrorize simple people, women in particular.

The notion of purity or impurity governs all religious acts, and a state of purity is essential for the accomplishment of acts such as prayer and ritual slaughter. If an animal has not been ritually slaughtered it is considered impure.

Moslems do not eat pork, nor do they indulge in alcoholic beverages of any kind. On the other hand, they consume quantities of soft drinks, orange soda, tea and coffee.

Bread and paper are the objects of respect. Moroccans will pick them up if found lying on the ground.

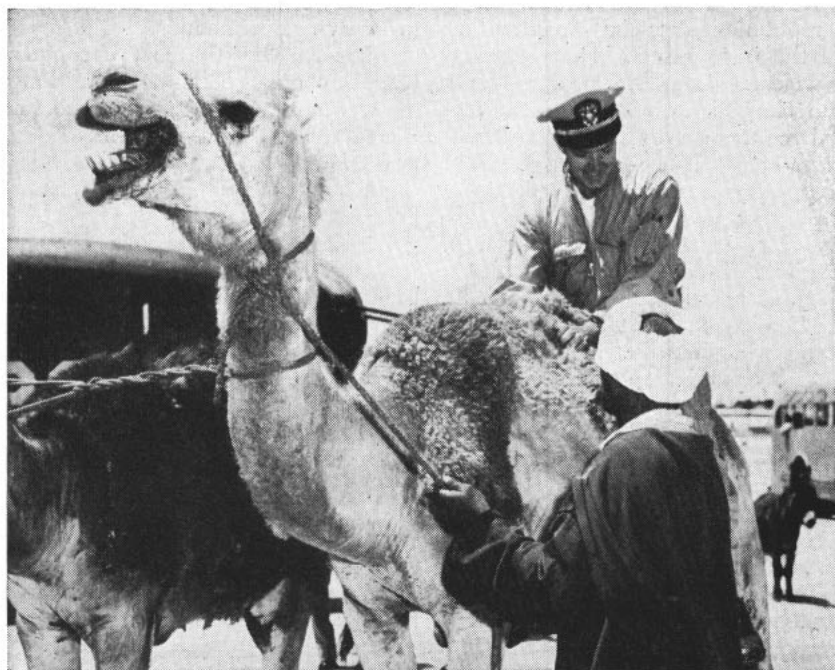
Honorable and clean acts always start on the right (eating, writing, cutting one's nails). The left hand is used for impure acts.

The "evil eye" is mentioned in the Koran. It plays a considerable role in Moroccan social relations. Loud praise, congratulations and flattery may denote envy, which is the most malignant form of the "evil eye." The effect of the "evil eye" may be death, disease, or constant misfortune. Certain formulas and motions of the hand are used to ward it off.

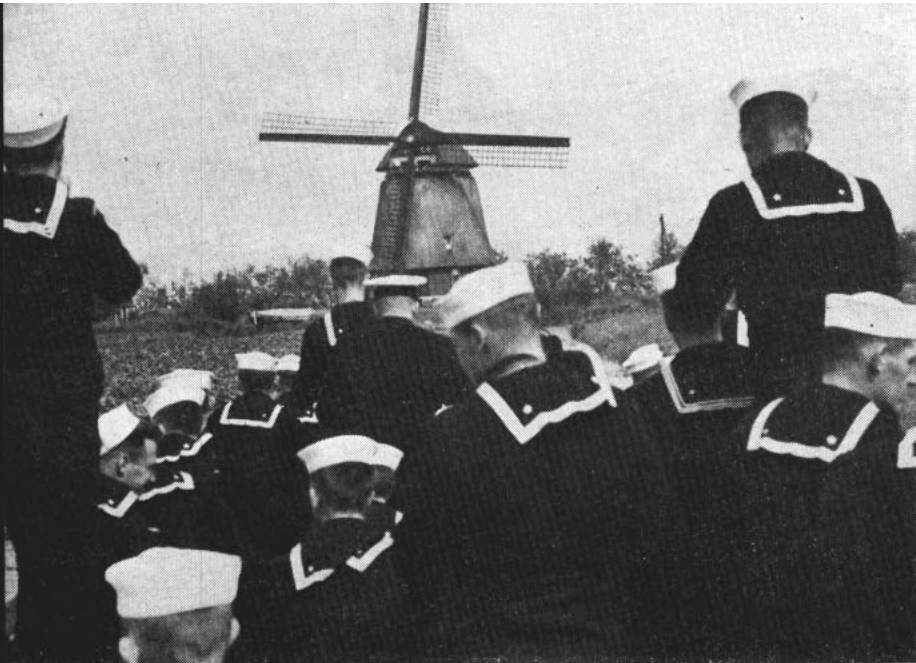
The *Kaida* is an unwritten code

of good manners, courtesy and urbanity. Any violations of this code are dealt with by public reprobation, and, for Moroccans, this is highly effective. One should never speak about women, and it is impolite to try to see a woman's face. Belching while eating or after eating is a sign of having enjoyed the host's repast.

Many more customs could be listed but the newly arrived American can become more familiar with them by visiting any of the base libraries which contain many books of historical value on Morocco and the Middle East.



**LOCAL COLOR**—Port Lyautey is an interesting mixture of old and new. Here, Naval officer tries a camel ride after flight across the Atlantic



DUTCH TREAT—Dewey crew members tour scenic Holland and (rt.) hold orphans party in Rotterdam.

# European Cruise

ONE OF THE BEST KNOWN U. S. Navy ships in Northern Europe is the Navy's guided missile destroyer USS *Dewey* (DLG 14).

This summer she made a two-month goodwill cruise which included stops in Helsinki, Finland; Stockholm, Sweden; Kiel, Germany; Aarhus and Copenhagen, Denmark; Oslo, Norway; and Portsmouth, England.

*Dewey's* crew earned for the ship a reputation in friendly relations at all the ports visited. They received a welcome from the local residents and chalked up a 100-per cent record for themselves as good will ambassadors. Not a single shore patrol or police report was recorded during the entire cruise.

*Dewey* arrived in Portsmouth, England, from Norfolk, Va. There she was boarded by RADM Wayne R. Loud, USN, COMINPAC, and his staff, who had been attending a NATO conference in Paris.

After sailing to Rotterdam, *Dewey* moored at Parkkade near the heart of the city. Considerable interest in *Dewey's* weapons system, which includes the latest *Terrier* guided missile and the newly developed *Asroc* (antisubmarine rocket), was shown by naval officials in all the countries visited. Dutch naval officials were particularly interested because of the planned conversion of a Dutch cruiser to incorporate the *Terrier* guided missile system.

Leaving the Dutch city, *Dewey* transited the Kiel Canal and entered the Baltic Sea.

In Helsinki, the Finnish government requested of the ship the loan of an American flag to be flown alongside the Finnish flag at the tomb of Marshal Mannerheim, the Finnish national hero, during a wreath-laying ceremony. It was reported to be the first time in history that this distinction was afforded a foreign government.

Helsinki was the first encounter *Dewey's* crew had with the long days which are common in the far north at this time of year. Here, the Navymen discovered, the daylight period was practically 24 hours long.

During the stay in Helsinki, parties for Finnish children were held daily in the crew's mess. The children were met at the quarterdeck by their sailor hosts, escorted on a tour of the ship and taken to the mess.

There the young guests were entertained with American cartoons, ice cream and cookies. After refreshments, each youngster was presented with a personal gift and a *Dewey* balloon. Parties for orphans were held in every port visited, in the same manner, with a total of 1000 underprivileged children receiving the *Dewey* hospitality.

While in Helsinki, more than 9000 persons toured the ship during Open

House hours. This was in addition to the several hundreds more who toured the ship as personal guests of the crew members. The number of visitors who came aboard during the seven-week cruise totaled more than 38,000.

*Dewey's* band, small but talented, proved to be a tremendous success. In addition to playing for official functions, the band was in constant demand to perform at hospitals, parks, and to make other public appearances. At Kiel, Germany, *Dewey's* band even went on TV.

*Dewey* next visited Stockholm, Sweden. The highlight of the visit was the ship's participation in the *Vasa Day* ceremony.

*Vasa*, a 48-gun sailing vessel, reputed to be the oldest existing naval vessel in the world, was sunk in the year 1628. She was refloated in 1959 after 331 years. A nationwide appeal for funds to restore *Vasa* was held by a committee appointed by King Adolphus. She is now being restored as a permanent museum.

Archaeologists who sifted through the ruins shortly after *Vasa* was brought to the surface discovered the ship was almost in its natural state, including some butter which was found in an oaken bucket. This phenomenon is a result of the nearly salt-free water and the cool year-round temperature of Stockholm Harbor.

*Dewey's* honor guard and her





**MAKING MORE FRIENDS**—USS Dewey (DLG 14) became good-will ambassador during cruise to seven ports.

CO, CAPT E. R. Zumwalt, Jr., USN, represented the United States at the flag-raising aboard *Vasa*.

Following the Stockholm visit, *Dewey's* next port of call was Kiel, Germany, where she was joined by the submarine *uss Harder* (SS 568) to represent the U. S. Navy during the annual Kieler Woche (Kiel Week) sailing regatta. This yearly event was originated in the early 1900s.

Now, during Kiel Week, units of the NATO and other friendly navies gather in Kiel at the invitation of West Germany. This year 10 nations were represented in Kiel.

*Dewey* made an operational stop in Aarhus, Denmark, and then went on to the capital, Copenhagen, where she moored alongside other visiting ships.

While in Copenhagen, organized tours of the city, including her fa-

mous breweries, were conducted for the crew of *Dewey*. The touring groups also visited the National Weapons Museum, Naval Museum Exhibition, and the Resistance Museum.

In Oslo, Norway, ship's personnel visited Akershus Fortress. They also presented two sets of encyclopedia to the Royal Norwegian Navy. (During the friendship cruise, eight sets of encyclopedia and 12 sets of reference books were presented to civilian and naval libraries on behalf of the U.S. Navy. The publishers donated the books which were given away as part of the President's People - to - People" program. Such items are usually highly treasured by the recipients.)

The world's first guided missile destroyer leader ended her goodwill cruise at Portsmouth, England.

— Roy E. Strickland, JOC, USN

**ROYAL AFFAIR**—RADM W. R. Loud inspects the King's Guard at Oslo, Norway. *Rt*: Beauty queen of Stockholm, Sweden, visits USS Dewey.



**OLD TIMER**—DLG men visit 1628 Swedish ship now being restored.





OFF AND TOWING—Tugs and large auxiliary floating drydock pull out of Mayport on trans-Atlantic tow.

## Dry Dock for Holy Loch

**T**HERE ARE MANY ways to make an Atlantic crossing—and one of them is in a spread-out formation that sees several smallish ships towing several non self-propelled units in a cruise taking more than a month.

That's what Task Group 48.6 of the Atlantic Fleet Service Force did. Composed, in the main, of ocean-going tugs, this group's mission was to tow four of the seven sections of

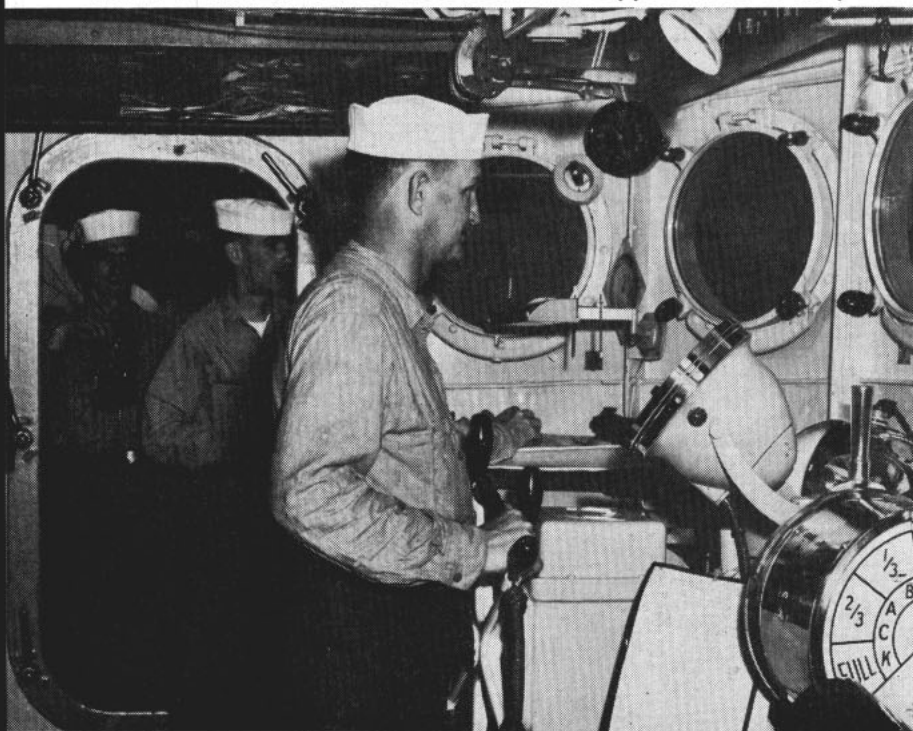
an AFDM (large auxiliary floating drydock) and some support craft from Mayport, Fla., to Holy Loch, Scotland. (For the work at hand the other three sections were not needed.) At Holy Loch the drydock was then assembled to provide services as part of the Fleet replenishment anchorage.

Each of the four towed sections of the drydock is 240 feet long, 101

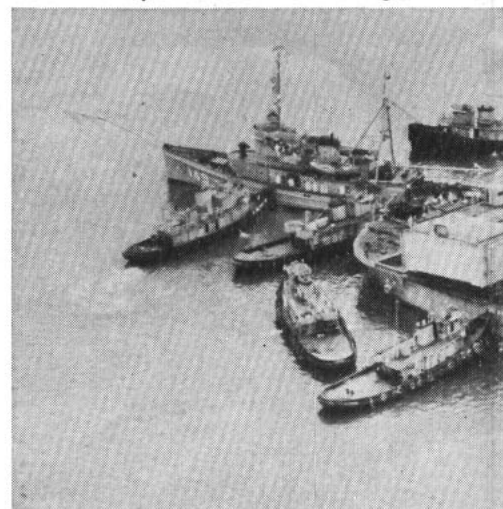
feet wide, 72 feet high, weighs 5200 tons and has a lifting capacity of 8000 tons. At the Holy Loch anchorage the sections were secured one to another, side by side, and the drydock walls were raised. Result of this is a single unit able to handle Fleet ballistic missile submarines and other ships of similar size.

The main body of the formation was made up of two ATF's (Fleet ocean tugs), two ATAs (auxiliary ocean tugs), one ARS (salvage ship), and two commercial deep-water tugs operating under Military Sea Transportation Service charter. The "flag-

**STEADY HANDS**—Alert tugmen handle controls in pilot house during month it took to deliver the AFDM and support craft to Holy Loch.



USS Atakapa meets her charge.



**ALL HANDS**



ship" of the group was *uss Oppor-tune* (ARS 41), a 241-foot, 1950-ton workhorse, which had one of the four sections in tow. Two other sections were towed by *uss Seneca* (ATF 91) and *uss Atakapa* (ATF 149). Sleek-looking and powerful, these 205-footers have a 3000-horse-power engineering plant. The fourth ship towing a section was the 1900-horsepower tug *E.J. Moran*.

In addition to the towed AFDB sections, Fleet tugs *Seneca* and *Atakapa* each had a YC (open lighter) in tow.

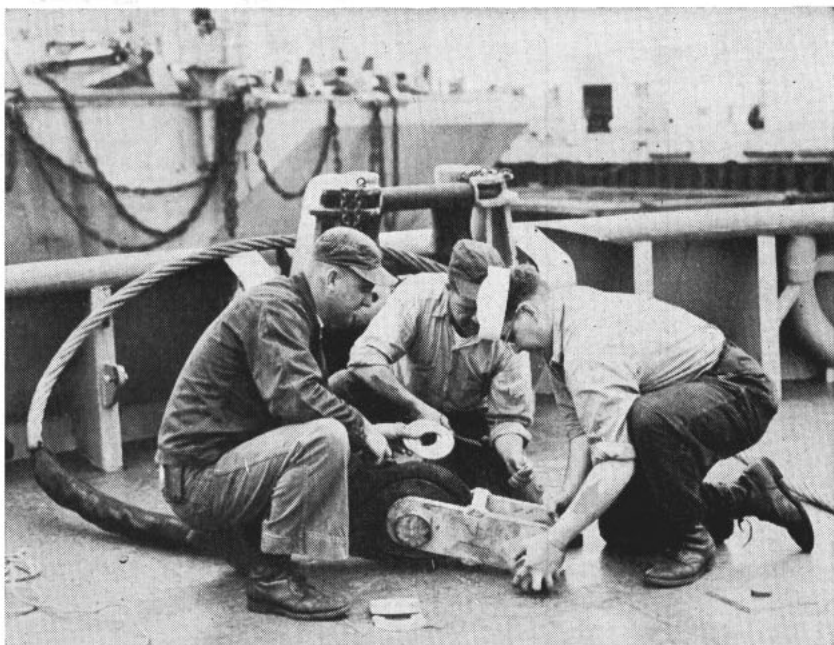
The principal support craft were the YRDM-8 (floating drydock machine workshop) and the YFNB-32 (large covered lighter). These were towed by the 1750-horsepower tug *D.L. Moran*.

Acting as a sort of roving back-field man for the formation was *uss Samoset* (ATA 190). Formations such as this one are prone to lose a tow during a spell of heavy weather, so *Samoset* served as retriever ship.

There was still another ship in the picture. *uss Mattabesset* (AOG 52) rendezvoused with the formation in mid-ocean and supplied the ships with fuel.

Four days before the main formation left Mayport another unit of the Task Group had departed the same port. *uss Sagamore* (ATA 208) had in tow APL-42. A barracks ship, the APL provides additional living and berthing accommodations for Navy-men at Holy Loch.

One feature of the operation was the use of "riding crews." These crews manned several of the towed craft. Each section of the ARBD was manned by a 15-man crew under a CPO, and was fitted with SEVEN sections were transported.

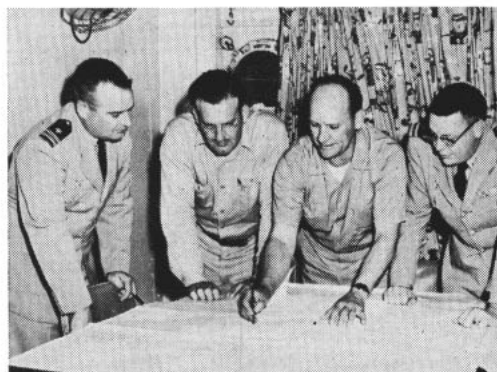


**MAKING READY**—Tugmen work on wire rope and shackle while getting set for tow. Below: Officers check charts to set course for TG 48.6.

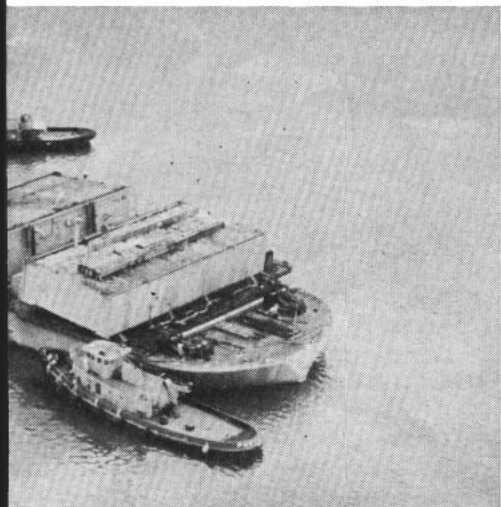
berthing and messing facilities, of a sort. They were also provided with a portable transmitter/receiver to keep in radio communication with the towing ships.

AFDB-7 was originally completed in March 1945. It was towed to Guam, but hostilities ceased shortly after arrival. Then it was towed to Florida. Last year it was reactivated at Green Cove Springs by the Florida Group of the Atlantic Reserve Fleet.

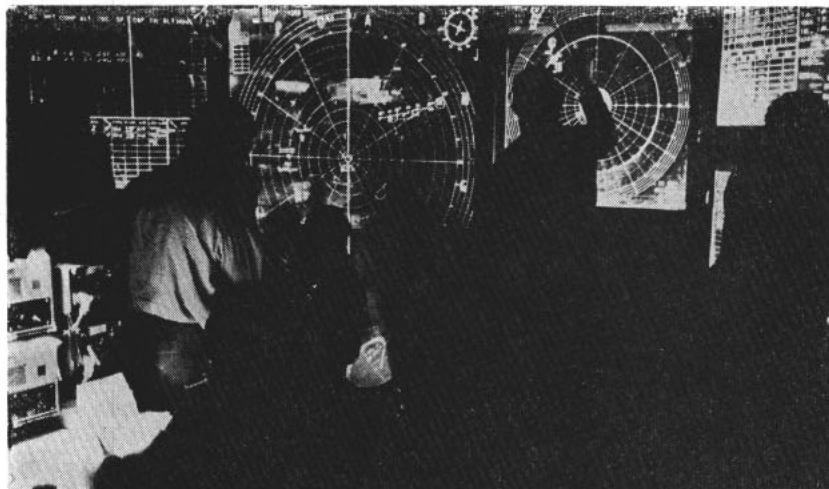
— Wm. J. Miller, JOCM, USN



**TEAMWORK**—*USS Samoset* (ATA 190) acted as retriever ship on tow.



# ★ ★ ★ ★ TODAY'S NAVY ★ ★ ★ ★



**DOWN BELOW**—Crew members of USS Triton, SSR(N) 586, conduct training drills in CIC during submerged operations in the high seas.

## School for DD Officers

Six months of training at a new destroyer school in Newport, R. I., is in the offing for 200 to 240 junior officers each year.

The Secretary of the Navy has given DESLANT the go ahead sign to establish such a school at the Newport Naval Station. (Force admirals have advocated establishment of the school since 1955, arguing that young officers should receive special background in the techniques of effective destroying.)

The Destroyer School will help officers qualify for a position as head of any line department in a destroyer type ship.

Any DESLANT officer will be considered for training in the first class, which is scheduled to be convened the first of next year. In following classes, however, only carefully

screened officers who have "about" 18 months' service to their credit will be admitted. (DESLANT will define "about" in a forthcoming directive.)

Classes will convene quarterly, with 50 to 60 officers in each.

Students will be required to serve at least two years in a destroyer billet upon completion of the course.

The school's faculty will consist of 14 officers, all of whom have served as commanding or executive officers in destroyers or DEs.

Assembling of the staff began last summer. The curriculum is being written by a special team of DESLANT officers, who have already decided on at least three weeks of intensive at-sea exercises and practical drills.

Details on entrance requirements and convening dates will be outlined in DESLANT instructions.

## Navy Combat Readiness

Here is a nutshell review of what the Navy is doing to increase its strength and combat readiness.

It will operate one additional attack carrier and its associated air group.

Amphibious lift capacity is being increased by the activation of USS Acheron (AKA 53), Algol (AKA 54), Uvalde (KA 88), Wyandot (AKA 92), Yancey (AKA 93), Winston (AKA 94), Sandoval (AKA 194), Telfair (PA 210), Mount-rail (APA 213), Liddle (APD 60), Ruchamkin (APD 89), Earle B. Hall (9PD 107), Diachenko (APD 123), Begor (APD 127), Weiss (APD 135), Perch (APSS 313), Ashland (LSD 1), Cheboygan County (LST 533), Dodge County (LST 722), Duval County (LST 758) and Middlesex County (LST 983).

USS Sealion (APSS 315), a World War II, diesel-powered submarine converted for use as a troop transport will not be mothballed as originally planned.

Fleet support ships to be reactivated include three refrigerated stores ships (AF), two ammunition ships (AE) and six fleet oilers (AO).

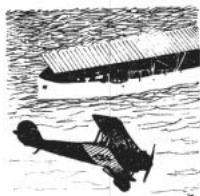
The stores ships are SS Flying Scud, which has been moved from the Maritime Administration berthing area at Suisun, Calif., to San Francisco Naval Shipyard; USNS Golden Eagle (TAF 52) formerly at Norfolk under the operation of the Military Sea Transportation Service; and SS Fleetwood, also operated by MSTs.

All three ships require industrial work to alter them for use as underway replenishment ships. The places of Golden Eagle and Fleetwood in the Military Sea Transport Service will be filled by two merchant ships to be withdrawn from the National Defense Reserve Fleet.

The ammunition ships and oilers scheduled for reactivation are USS Mauna Loa (AE 8), Mazama (AE 9), Sabine (AO 25), Kaskaskia (AO 27), Kennebec (AO 36), Kankakee (AO 39), Mattaponi (AO 41) and Neches (AO 47).

One additional support carrier and associated aid group will increase

## YESTERDAY'S NAVY



On 10 Oct 1845 the United States Naval Academy was founded at Annapolis, Md. On 17 Oct 1922 the first carrier takeoff in the U. S. Navy was made in a VE-75F from USS Langley. On 23-26 Oct 1944 the Battle for Leyte Gulf, the biggest naval action in history, was fought. On 30 Oct 1775 Congress authorized the equipment of two armed vessels — one to carry 20 guns, the other 36. On 31 Oct 1956 seven Navymen landed in an R4D Skytrain at the South Pole, the first men to be there since 1912. The party remained 49 minutes to set up navigation aids.



the antisubmarine warfare capability of the Fleet.

In addition *Talladega* (APA 208), *Hopewell* (DD 681), *Koiner* (DER 331), *Forster* (DER 334), *Lansing* (DER 388), *Haverfield* (DER 393), and *Wilhoite* (DER 397), all previously scheduled for withdrawal from Fleet service, are being retained.

Combat readiness will be improved by increasing the number of aircraft overhauls expected in fiscal year 1962 to provide ready aircraft for Fleet units being activated during the year.

Aircraft purchases are being stepped up along with purchases of additional air and surface launched guided missiles and other ordnance equipment.

Aircraft purchases will include additional A4D-2N attack aircraft, F8U-2N and F4H-1 fighters and additional ASW and transport aircraft and helicopters.

Missile purchases will include *Bullpup*, *Sidewinder*, *Sparrow*, *Tartar*, *Terrier* and *Talos*.

Shipboard missile radar fire control systems will be improved.

USS *Lexington* CVA 16 and *Constellation* (CVA 64) will join the 15 attack carriers now in commission.

*Antietam* (CVS 36) will not be deactivated as previously planned but will be brought to combat status.

### Polaris Testing Device

*Polaris* missiles may now be test fired from various ocean depths without a submerged submarine. Underwater launching tubes have been constructed at the San Clemente Island Test Range of the U.S. Naval Ordnance Test Station.

The launching device consists of four separate movable steel spools stacked on top of each other to form a tower. These spools are anchored to concrete-filled steel pilings which are set in the ocean floor. This spool-tower can withstand a 300,000-pound load.

About 25 feet from the launching tubes are two telescoping camera towers that are equipped with 12 high-speed underwater cameras which will record trajectory data. Three television cameras will also be trained on the underwater action to allow the launch to be watched from the staging vessels and the instrumentation barge.

For an over-all report on *Polaris*, see the September 1960 issue.

## New Construction and Conversions

Assignments of construction and conversion of ships in the Navy's fiscal year 1962 shipbuilding program have been announced by the Navy. Naval shipyard assignments are as follows:

### New Construction

New York Naval Shipyard — 3 amphibious transports, dock (LPD).

Philadelphia Naval Shipyard — 1 amphibious assault ship (LPH).

Puget Sound Naval Shipyard — 2 guided missile frigates (DLG).

San Francisco Naval Shipyard — 1 guided missile frigate (DLG).

### Conversions

Boston Naval Shipyard — 6 destroyers (DD).

New York Naval Shipyard — 2 destroyers (DD); 1 communications relay ship (AGMR).

Philadelphia Naval Shipyard — 1 submarine (SS).

Charleston Naval Shipyard — 2 submarines (SS).

Puget Sound Naval Shipyard — 3 destroyers (DD).

San Francisco Naval Shipyard — 2 destroyers (DD); 1 submarine (SS).

Pearl Harbor Naval Shipyard — 1 destroyer (DD); 2 submarines (SS).

The following ships will be awarded on a competitive basis to qualified private shipyards:

### New Construction

1 submarine tender (AS).

1 guided missile frigate — DLG(N).

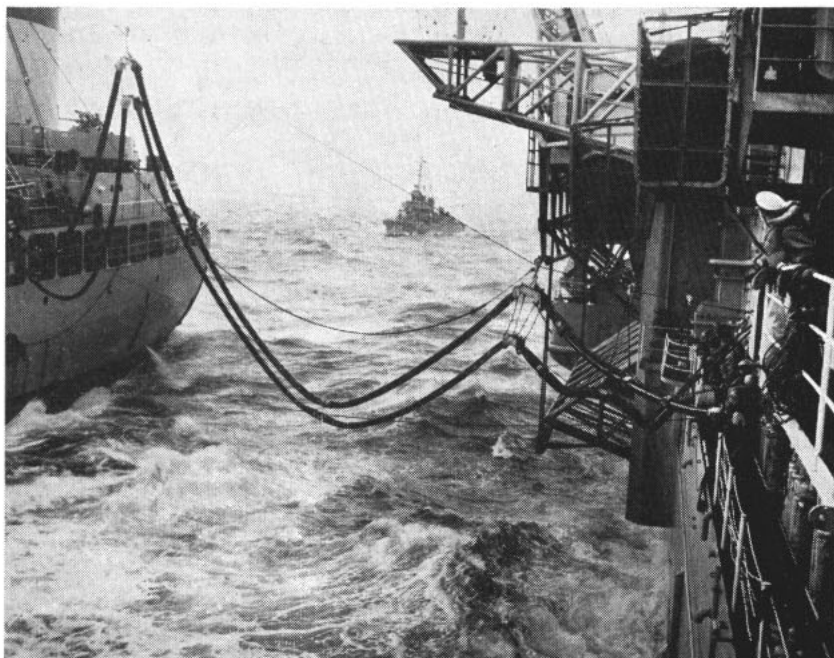
- 3 guided missile frigates (DLG).
- 3 attack submarines — nuclear powered SS(N).
- 3 escort ships (DE).
- 3 guided missile escort ships (DEG).
- 1 combat store ship (AFS).
- 1 hydrofoil research ship AG(EH).
- 2 oceanographic research ships (AGOR).
- 1 surveying ship (AGS).
- 7 landing craft swimmer reconnaissance (LCSR).
- 5 submarine repair berthing and messing barges (YRBM).
- 4 large harbor tugs (YTB).

### Conversions

- 1 missile range instrumentation ship (AGM).

The 10 nuclear powered ballistic missile submarines in the 1962 program have been previously awarded: three to Electric Boat Division of General Dynamics Corporation; four to Newport News Shipbuilding and Dry Dock Company; two to Mare Island Naval Shipyard; and one to Portsmouth Naval Shipyard. These ships, which are designed to carry the *Polaris* missile, are a continuation of the program, the first several ships of which are now at sea.

The submarine tender will be the second ship of this type constructed to support the *Polaris*-carrying submarines at advanced bases. These support ships will enable the submarines to spend a larger proportion of time at effective stations in a



FAIR EXCHANGE—Using a double rig, USS *Passumpsic* (AO 107) pumps black oil to USS *Bennington* (CVS 20) and takes JP-5 from carrier.

## TODAY'S NAVY

ready condition by avoiding the necessity for time-consuming returns to continental U.S. bases for resupply and refit.

The guided missile frigate (nuclear) will be the second nuclear powered frigate to be built. With its increased cruising range, this ship will be capable of extended operations, either independently, or as a part of a strike force.

The guided missile frigates will be built to the design of the frigates in the previous year's program. Their combined *Terrier* and *Asroc* missile systems, ASW torpedoes and 5"/54 guns will enable these ships to operate effectively against air, surface and sub-surface enemy components.

The amphibious transports dock and the amphibious assault ship are of the same design as those in recent programs. These ships are designed to utilize helicopters for vertical envelopment and will transport, land and support troops in assaults against enemy-held coastal areas.

The nuclear-powered submarines will be repeats of the *Thresher* class, combining the efficient hull form of *Albacore* with nuclear power. Their quiet operating machinery and advanced detection devices enable them to operate effectively against surface and submarine targets.

The escort ships will follow the newly designed ships of the 1961 program, combining improved sea-keeping ability with advanced anti-submarine warfare capabilities, including long range sonar, *Asroc*, ASW torpedoes and drone antisubmarine helicopters.

### Three More New DLGs

The construction of three guided missile frigates of a new, 7900-ton class has begun at Bath, Maine, boosting to 23 the number of DLGs now under construction or already in operation.

The new ships should be ready for Fleet use in about 1965.

In addition to the latest radar and sonar equipment, a variety of weapons, which range from 3-inch guns to an advanced version of the *Terrier* surface to air missile, will provide the ships with a versatile punch.

For ASW missions, the frigates will be equipped with *Asroc* (antisubmarine rocket), and *Dash*, the drone anti-submarine helicopter system.

The ships will measure 547 feet in length, and 55 feet across at the beam.

The guided missile escort ships, in addition to ASW capabilities, will also be fitted with the *Tartar* missile system for operations against enemy air units.

The combat store ship, also a repeat of the 1961 design, will carry provisions, general stores and aviation supplies for fast underway replenishment of combat forces.

The hydrofoil research ship will update the current knowledge of this new type with advanced developments in design of hydrofoils. This will be the largest hydrofoil built to date, displacing some 250 tons.

The oceanographic research ships are repeats of ships now building.

They will be used to carry out research in connection with antisubmarine warfare and to support the National Oceanographic Research Program.

The surveying ship, as its name implies, will be employed in the charting of the ocean floor.

The destroyer and submarine conversions are a continuation of the fleet modernization and rehabilitation program to ward off the effects of obsolescence in selected ships built during World War II.

The missile range ship conversion will be employed in support of the Pacific Missile Range, while the major communications relay ship conversion will be capable of supplying vital communications services in any sea area of the world.

### Growing Greenfish

USS *Greenfish* (SS 351) is back in the swim after seven and a half months at the Pearl Harbor Naval Shipyard where she had her face lifted.

*Greenfish* received the FRAM (Fleet Rehabilitation and Modernization) treatment and was converted from a *Guppy II* to a *Guppy III* type submarine, at a cost of five million dollars.

*Greenfish* was cut in two parts. Her bow was moved forward and a new 15-foot section inserted just in front of her sail.

A non-corrosive, laminated glass plastic sail and superstructure were added and the bridge was placed higher in the new sail with a trunk leading up from the conning tower. A transfer at sea station was also built into the new sail.

*Greenfish's* added space was quickly filled with new antisubmarine warfare equipment, larger fuel storage spaces and berthing facilities.

Improved electronic and communications equipment and more powerful sonar were also installed.

Human engineering wasn't neglected. Arrangements of equipment and habitability were improved.

The crew of *Greenfish* reduced the cost of the conversion by overhauling some 50 to 60 motors, generators and air compressors in addition to performing other rehabilitation jobs throughout the ship.

The rehabilitation is expected to give *Greenfish* an additional five to ten years of useful service to the Navy and improved effectiveness.



**SMOKELESS POWER**—The nation's first nuclear-powered guided missile cruiser, USS *Long Beach*, CG(N) 9, completes propulsion plant sea trials.



## List of Ships to Be Commissioned in Next Eighteen Months

Here is a list of all United States ships under construction which will be commissioned within the next 18 months.

Destroyers being modernized are not included in this list, nor are the ships that are being constructed in United States shipyards under the Military

Assistance Program, destined for foreign allies of the U. S.

There are 11 of these MAP ships—seven mine-sweepers and four motor gunboats. Other MAP ships are also under construction in foreign shipyards with United States technical assistance.

Hull Number	Name	Commission date	Hull Number	Name	Commission date
CVA 64	Constellation	27 Oct 61	SS(N) 594	Permit	1 Apr 62
CVA(N) 65	Enterprise	25 Nov 61	SS(N) 595	Plunger	1 Sep 62
DLG 8	MacDonough	November 1961	SS(N) 596	Barb	November 1962
DLG 13	William V. Pratt	November 1961	SS(N) 603	Pollack	October 1962
DLG 16	Leahy	August 1962	SS(N) 604	Haddo	(Not set)
DLG 17	Harry E. Yarnell	(Not set)	SS(N) 605	Jack	(Not set)
DLG 18	Worden	(Not set)	SS(N) 606	Tinosa	16 Jun 1962
DLG 19	Dale	(Not set)	SS(N) 607	Dace	(Not set)
DLG 20	Richmond K. Turner	(Not set)	SSB(N) 609	Sam Houston	25 Jan 62
DLG 21	Gridley	(Not set)	SSB(N) 610	Thomas A. Edison	24 Mar 62
DLG 22	England	(Not set)	SSB(N) 611	John Marshall	24 May 62
DLG 23	Halsey	(Not set)	SSB(N) 616	Lafayette	(Not set)
DLG 24	Reeves	(Not set)	SSB(N) 617	Alexander Hamilton	(Not set)
DLG(N) 25	Bainbridge	August 1962	SSB(N) 618	Thomas Jefferson	(Not set)
DDG 4	Lawrence	20 Dec 61	SSB(N) 619	Andrew Jackson	(Not set)
DDG 5	Biddle	June 1962	SSB(N) 620	John Adams	(Not set)
DDG 6	Barney	September 1962	SSB(N) 622	James Monroe	(Not set)
DDG 11	Sellers	28 Oct 61	SSB(N) 623	Nathan Hale	(Not set)
DDG 12	Robison	9 Dec 61	SSB(N) 624	(Not named)	(Not set)
DDG 13	Hoel	15 Jun 62	SSB(N) 625	(Not named)	(Not set)
DDG 14	Buchanan	6 Feb 62	LPH 3	Okinawa	June 1962
DDG 15	Berkeley	November 1962	LPH 7	(Not named)	(Not set)
DDG 16	Joseph Strauss	(Not set)	LPD 1	Raleigh	9 Jun 1962
DDG 17	Conyngham	(Not set)	LPD 2	Vancouver	September 1962
DDG 18	Semmes	November 1962	PC(H) 1	(Not named)	(Not set)
DDG 19	Tattnall	(Not set)	AGOR 3	Robert D. Conrad	(Not set)
DDG 20	Goldsborough	(Not set)	AGOR 4	James M. Gilliss	(Not set)
DDG 21	Cochrane	(Not set)	AGOR 5	(Not named)	(Not set)
DDG 22	(Not named)	(Not set)	AOE 1	(Not named)	(Not set)
DDG 23	Richard E. Byrd	(Not set)	AS 31	Hunley	21 Jun 62
DDG 24	(Not named)	(Not set)			
DE 1037	Bronstein	(Not set)			
DE 1038	(Not named)	(Not set)			
SS(N) 592	Snook	20 Oct 61	AVB 2	Tallahatchie County (ex LST 1154)	20 Jan 62

### CONVERSIONS

## Magnetic Survey of the Arctic

A survey of the Arctic Basin by Navy technicians and civilian scientists has turned up new knowledge about the earth's magnetic field, and information which may prove valuable in forecasting the ways in which the Arctic ice will break up and drift.

The survey was conducted under Navy sponsorship by two scientists from the University of Wisconsin. The P2V aircraft from which they made their observations and measurements was supplied and manned by the Naval Air Development Unit at South Weymouth, Mass.

The unusual magnetic field which stretches across the Arctic Basin is composed of many different points of varying intensity, the sum of which indicates the strength of the magnetic pull exerted in the area by the magnetic core of the earth.

The actual strength of the magnetic field, however, varies at different points and altitudes.

For the survey, a fiberglass cone fitted with magnetic recording equipment was installed in the aircraft's tail section. From there, the scientists made a continuous survey of magnetic intensity, following 12 flight lines which covered some 24,000 miles.

At the same time, an observer took photographs of the ice, a study of which may result in some forecasts as to how it will break up. (If this forecast system works, the Navy will be able to plan Arctic ship movements more effectively.)

Another phase of the investigation, which dealt with changes in the magnetic field as it varies over the continental shelf and deep ocean areas, is expected to turn up new information about the geologic struc-

ture of the Arctic Ocean area.

Most of the Arctic Ocean was covered by the P2V. Flights were made from Thule, Greenland, and Point Barrow, Alaska.

## Tops in Carrier Safety

Two Atlantic Fleet carriers, *uss Intrepid* (CVA 11) and *uss Randolph* (CVS 15), sailed off with top honors in fiscal 1961's competition for the Flatley Award for Aviation Safety, which each year recognizes outstanding attack and antisubmarine support carriers in the field of accident prevention.

Runners-up were *uss Oriskany* (CVA 34) and *uss Yorktown* (CVS 10), both Pacific Fleet carriers.

The award emphasizes care in aircraft ground handling, launching and recovery. *Randolph*, incidentally, was also a Flatley winner in 1960, and is now the first two-time safest CVS.



NEW PULL — USS *Paducah* (YT8 758) is one of seven radar-equipped tugs for river and harbor use.

### NTDS Aboard Ship

The Navy's new Tactical Data System, which can evaluate the nature of an enemy attack and recommend countermoves in millionths of a second (ALL HANDS, April 1961), is installed aboard USS *Oriskany* (CVA 34) and USS *Mahan* (DLG 11) for testing at sea in the Pacific. It is being installed in USS *King* (DLG 10)).

NTDS centers around a computer-fed series of consoles that display a schematic picture showing enemy targets, their type and movements, and the defensive and offensive posture of friendly ships and aircraft.

By going into its computer memory cells which have previously stored information on the capabilities of enemy and friendly ships, aircraft and missiles, the system gives the commander a series of alternate recommendations on weapons to be used.

When the CO makes his choice, the system transmits the necessary orders to the ship's fire control equipment, or to other ships and aircraft which will then make the attack.

A computer-to-computer link between ships means that an entire task force could be coordinated to operate almost as one ship.

Teams of Fleet Navymen have been in training at San Diego to learn how the new setup works.

### Largest Overseas School

The Forrest Sherman dependents school in Naples, Italy, which for several years has been the Navy's largest overseas school, was expanded even further this spring with the opening of a new Junior-Senior High building.

The 42-room structure will accommodate 800 students when classes reconvene after summer vacation.

It features the latest in school design and study facilities, including three science labs, a gym, cafeteria, fully-equipped home economics kitchen, library and modern health clinic. All in all, it's a far cry from the Forrest Sherman of ten years ago.

The doors of Forrest Sherman first swung open in November 1951 to provide schooling for 90 elementary-age children of U. S. military and civilian workers assigned to NATO. It was named in honor of the late Admiral and onetime Chief of Naval Operations (November 1949 to July 1951) who died in Naples in 1951 while on a diplomatic-military mission.

By the end of 1952, the faculty had grown from its original three to more than 20, a floor of a Naples hotel was pressed into service to provide more classroom space, and a high school was opened in still another building. The student body at this time numbered 350.

In 1954, classes shifted to a larger building, this one at an attractive site overlooking the Bay of Naples. Such features as 42 classrooms, a large cafeteria which doubled as an auditorium, and a teenagers club, helped rank Forrest Sherman as one of the finest schools in the Navy's overseas system.

By 1957, more than 1000 elementary, junior and senior high school students were enrolled.

Now, with high school classes shifted to the new building, the older site will accommodate an even larger number of elementary students.

At last count the student body numbered 1600, the teaching staff 70, and both are still growing.

### School Honors Astronaut

Among the honors bestowed on the United States' first man in space was that of having a new \$450,000 junior high school at Deerfield, Ill., named the Alan B. Shepard Junior High School.

The superintendent of the school

district wired Commander Shepard to congratulate him on his historic flight and inform him that the new school would be named in his honor.

The 20-room school is scheduled for completion by 1 Dec 1961.

### The New, New Crusader

*Crusader*, the plane with growth potential, made its appearance in the Navy's arsenal about five years ago. It has since then undergone changes in design and the seventh version—F8U-2NE—is now undergoing flight testing.

Among other changes, the plane's new radar will enable Navy pilots to seek out and kill enemy planes at a much greater range with advanced versions of the *Sidewinder* missiles carried by the *Crusader*.

Slight changes were made in the plane's nose section contour to accommodate the larger radar dish. Improved air duct recovery is made possible by the more rounded nose section.

Because of the plane's growth potential, the Navy has been able to assign pilots and technicians to *Crusader* without having to retrain them in a new type of aircraft.

A large percentage of spare parts for earlier *Crusaders* is usable on later models, providing greater plane availability at a lessened cost.

### Highline Transfer Claims

The crews of USS *Bridget* (DE 1024) and *Bauer* (DE 1025) claim to have set a new highline transfer record. Recently they transferred 147 persons between the two ships in two hours.

This was accomplished as the two Seventh Fleet destroyer escorts were nested together in the small Japanese fishing and lumbering village of Komatsujima.

Occupants of the chair were orphans from the Tokushima Prefecture who were aboard for the afternoon. After a tour of the ship, movies and refreshments, the chattering children were transferred between *Bridget* and *Bauer* with the ships' regular highline rig and chair. One or two children were carried at a time.

The transfer quickly became the center of interest, and was the subject of grinding TV cameras and reporters' 35mm cameras. That evening in Tokushima, five minutes of TV news was devoted to the event.



## Reserve Mobilization

The Secretary of Defense, with approval of the President, has called up certain Reserve units in all branches of the armed forces.

The Naval Reserve's share in strengthening the Fleet to meet the current international situation constitutes a significant increase in the Navy's antisubmarine warfare forces.

Forty Selected Reserve training ships and 18 Naval Air Reserve ASW squadrons have been ordered to join the Fleet beginning this month. The surface units include 13 destroyers, 27 destroyers escorts and their Reserve Crews. The aviation units consist of five patrol squadrons (VP), flying P2V *Neptunes*, and 13 ASW squadrons (VS), assigned S2F *Trackers*.

Seven of the ships are being overhauled, and personnel for these ships will not be called until ship overhauls are nearly complete later in October.

Because the Naval Air Reserve squadrons are approximately half the personnel strength of Fleet squadrons of similar type, Reservists now assigned to squadrons being called up will be augmented by other Naval Air Reservists in the Selected Reserve. These Reservists will be chosen by CNARESTRA. In addition, a small number of men — in

ratings not included in training squadrons but needed in Fleet squadrons—will be ordered from the Selected Reserve active status pools maintained by district commandants. The breakdown includes 213 officers and 1744 enlisted men. Volunteers from all components of the Selected Reserve will be used, where possible, to fill squadron allowances.

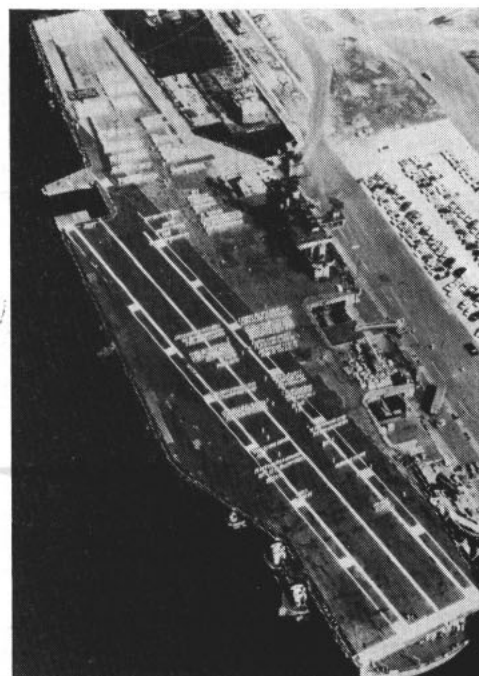
Following is the list, by naval district, of the ships and squadrons ordered to active duty. The ships marked with an asterisk (\*) are being overhauled, and are slated to report on 1 November.

### Sampson Joins Fleet

*Uss Sampson* (DDG 10) — the Navy's newest guided missile destroyer — has joined the Atlantic Fleet Destroyer Force.

Named for a Spanish-American War hero who gave the nation an important Fourth of July present 60-odd years ago, and the third U. S. destroyer-type ship to bear the name, the 3370-ton *Sampson* was placed in commission during ceremonies at Boston Naval Shipyard in June.

Some 430 feet long, and carrying a crew of 350, *Sampson's* principal armament is the *Tartar* surface-to-air guided missile — a dual-thrust, solid-fueled weapon designed for equal effectiveness against both high-



**STANDING BY**—Crewmen of the aircraft carrier *USS Saratoga* (CVA 60) form topside on flight deck for inspection while in homeport.

and low-altitude targets. In addition, she is equipped with *Asroc* (anti-submarine rockets), five-inch, 54-caliber guns, and torpedo tubes, plus new search and missile guidance radar and long-range sonar.

## Here Are Naval Reserve Ships Sailing with the Fleet

### ComONE

*Uss Miller* (DD 535)  
\**Uss Parle* (DE 708)  
*Uss Tills* (DE 748)  
VS-915

### ComTHREE

\**Uss Hood* (DD 655)  
\**Uss Remey* (DD 688)  
*Uss DeLong* (DE 684)  
*Uss Thaddeus Parker*  
(DE 369)  
*Uss Albert T. Harris*  
(DE 447)  
*Uss Coates* (DE 685)  
VP-832  
VS-837  
VS-751

### ComFOUR

*Uss McNair* (DD 679)  
*Uss Kidd* (DD 661)  
*Uss J. Douglas Blackwood*  
(DE 219)  
*Uss Snowden* (DE 246)  
VP-933  
VS-935

### ComFIVE

\**Uss Bearss* (DD 654)  
*Uss Roberts* (DE 749)  
*Uss Loeser* (DE 680)  
*Uss Robert F. Keller* (DE 419)  
*Uss Darby* (DE 218)  
VP-661  
VS-861

### ComSIX

\**Uss Hunt* (DD 674)  
*Uss Robinson* (DD 562)  
*Uss Greenwood* (DE 679)  
*Uss Tweedy* (DE 532)  
VP-741

### ComEIGHT

\**Uss Wren* (DD 568)  
\**Uss Huse* (DE 145)  
*Uss Crow* (DE 252)  
*Uss Woodson* (DE 359)  
VS-821

### ComNINE

*Uss Daniel A. Joy* (DE 585)  
VS-721  
VS-733

### ComELEVEN

*Uss Tingey* (DD 539)  
*Uss Colahan* (DD 658)  
*Uss Marsh* (DE 699)  
*Uss Vammen* (DE 644)  
*Uss Wiseman* (DE 667)  
VP-872  
VS-771  
VS-772  
VS-872  
VS-873

### ComTWELVE

*Uss Laws* (DD 558)  
*Uss Walton* (DE 361)  
*Uss Edmonds* (DE 406)  
*Uss Alvin C. Cockrell*  
(DE 366)

### ComTHIRTEEN

*Uss Watts* (DD 567)  
*Uss Whitehurst* (DE 634)  
*Uss Charles E. Brannon*  
(DE 466)  
*Uss McGinty* (DE 365)  
VS-891

# All-Navy Rifle, Pistol and Tennis

A brilliant display of individual marksmanship by a "still just learning" Potomac River Naval Command LTJG, and an oversupply of Florida liquid sunshine formed the top features of this year's All-Navy Rifle and Pistol Matches at NAS Jacksonville.

LTJG Joel Sexton, USN, who has been seriously working at match rifle and pistol competition for the past year or so, literally spread-eagled the field for individual honors during the rain-plagued five-day meet. Hotter than any of his smoking weapons, the boyish-looking jaygee began his all-out drive toward ranking as the Navy's top gun on the tourney's very first day, when he posted a scorching 282 out of a possible 300 to cop the individual pistol championship.

Switching to a .30 caliber M-1 rifle for the second day's action, he registered a near-perfect 245 x 250 in capturing individual rifle laurels. In addition, his two-day display of versatility plus excellence gave him his third individual championship trophy — for high aggregate (combined rifle and pistol scores) score.

PRNC's gunslinging gold braid didn't stop there either.

Making the switch from individual to team competition with all of the ease and aplomb of Buffalo Bill at a county fair, he popped eyes all over the lot during the third day of the match when he rang up a perfect 250 score (believed to be a meet "first") in the team rifle competition, pacing his PRNC team to

a first-place 1432 x 1500 showing. Then, next day, he topped off a fantastic performance by spearheading the Atlantic Fleet Navy Combat Rifle Team to a 942 total which was nearly 400 points better than its nearest challenger.

Complete tourney results:

## INDIVIDUAL PISTOL

First — LTJG Sexton (282)

Second — AQC G. B. Carapellotti, USN, NAS Jacksonville (281)

Third — AOC B. F. Preston, USN, NAAS Whiting Field (276)

## INDIVIDUAL RIFLE

First — LTJG Sexton (245)

Second — EOC D. E. Morine, USN, USNCT San Diego (243-24)

Third — AO1 C. R. Bover, USN, NATC Patuxent River (243-17)

## AGGREGATE

First — LTJG Sexton (527)

Second — AO1 Bover (513)

Third — PM2 M. L. Golden, USN, USS Vermilion (AKA 107) (512)

## TEAM PISTOL

First — NavAirPac. Team members were: AQC V. Delacruz; AMC R. H. Kerbs; AO3 V. Cram; SK1 R. M. Sopher; AT2 K. E. Allen; and CDR A. J. Papageorge. Team total was 1086x1200.

Second — Sixth Naval District — 1070x1200.

## TEAM RIFLE

First — PRNC. Team members: LTJG Sexton; ADRAJ J. D. Allen; AO1 C. R. Bover; AN G. A. Krach; CDR Tom Martin; MA1 J. F. Kehring; PNC H. K. Goodman; and YNC H. D. Barrett. Team total was 1432x1500.

Second — ComAirLant — Team total was 1411x1500.

## NAVY COMBAT RIFLE TEAM

First — Atlantic Fleet. Team members: LTJG Sexton; AO1 Bover; ADRAJ J. D. Allen; AN Krach; ENS M. D. Bouchillon; and PMC

M. B. Branch. Team total — 942.

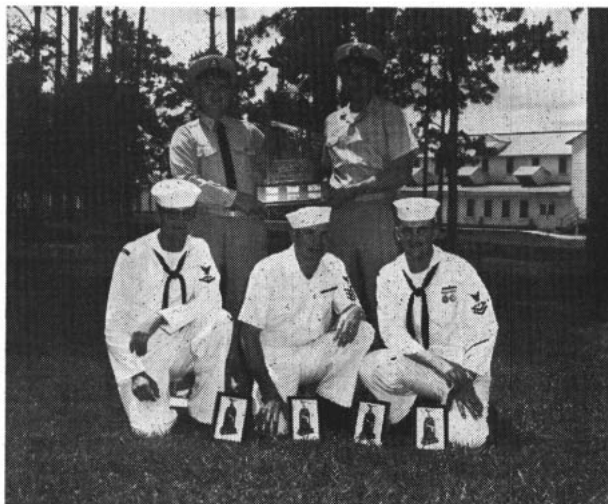
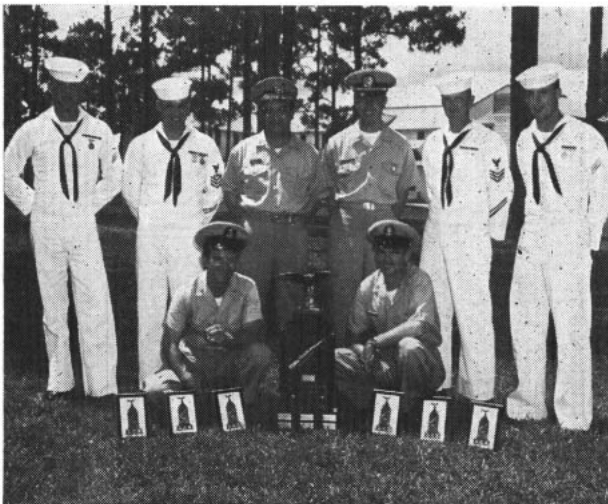
Second — Pacific Fleet. Team total — 560.

More than 175 of the Navy's top shooters competed for All-Navy honors this year, including the cream of the crop from each Fleet (Type, District and Fleet eliminations were staged earlier in the summer) and those Navymen holding "Distinguished" credits or National Rifle Association "Masters" classifications. Top scorers at NAS Jax moved on to further competition in the National Matches at Camp Perry, Ohio.

## All-Navy Tennis

Pacific Coast Region representatives, paced by LTJG Dale Junta of USS *Coral Sea* (CVA 43), and NAS Miramar's LCDR Elston Wyatt, swept the boards of Men's Division Open and Senior honors, and Wave YN1 Jean Farrington, a South Atlantic Region standard bearer, took the Women's Division title in 1961 All-Navy Tennis tournament action at the U. S. Naval Station, Newport, R. I.

LTJG Junta, the dark-haired ex-Harvard University star who was runner-up for the Open Singles crown and a co-winner of Open Doubles laurels in last year's All-Navy meet, raced through four opponents with the loss of only one set (to the North Atlantic Region's ENS Harry Thompson) in besting a 20-man Open Singles field. He got all of the competition he could ask for, however, both from ENS Thompson, his semi-finals adversary,



ALL-NAVY Rifle and Pistol champion teams for 1961 hail from Pax River and Naval Air Force PacFleet.



and from his finals foe, LTJG Phil Berry, of the Atlantic Fleet Region.

Later in the meet, LTJG Junta teamed with PacCoast sidekick LT Edwin White to win the Open Doubles championship. That title didn't come easily either, however; the SoLant Region twosome of JO1 Calvin Karrh and ENS Alfred Vinton won the first two sets and treated the new champs to a battle royal before dropping a bitter, five-set marathon.

Men's Senior Division play, meanwhile, saw long-time Navy net ace LCDR Wyatt breeze through three matches in comparatively easy fashion to grab the Senior Singles diadem; then join PacCoast teammate CDR Theodore Drag for a Senior Doubles title-winning effort.

In distaff action WAVE Farrington also suffered the loss of only one set (in a semi-finals battle with SoLant's ENS Tina Delarot) in waltzing over four opponents on her way to her Division's Singles title. (No Doubles or Seniors competition was held in the Women's Division.)

Tournament results in the men's single and doubles were:

#### Men's Division

##### Open Singles

ENS Wilson Morris (LantFlt) def. AN Fred Weinberg (NorLant) — — 7-5, 7-5.

JO1 Karrh (SoLant) def. ENS Don Swan (LantFlt) — — 6-2, 6-1.

LTJG Berry (LantFlt) def. LTJG Eldon Williams (SoLant) — — 4-6, 6-1, 6-0.

LT Myron Ricketts (SoLant) def. LTJG Marvin Osburn (PacCoast) — — 6-4, 6-3.

LTJG Junta (PacCoast) def. LTJG Rod Whalen (LantFlt) — — 6-0, 6-0.

LTJG Robert Schmitz (PacCoast) def. LTJG Peter Lund (WestPac) — — 7-5, 6-3.

LT Ken Godfrey (NorLant) def. LT Robert Wallis (WestPac) — — 6-2, 6-0.

ENS Thompson (NorLant) def. SN Timothy Scates (WestPac) — — 6-1, 6-0.

ENS Vinton (SoLant) def. ENS Phil Tenenbaum (NorLant) — — 6-1, 6-1.

LT White (PacCoast) def. LT Robert Walters (WestPac) — — 6-2, 6-1.

JO1 Karrh (SoLant) def. ENS Morris (LantFlt) — — 6-3, 6-1.

LTJG Berry (LantFlt) def. LT



**TOP GUN**—LTJG J. S. Sexton of Potomac River Naval Command poses with his many 1961 All-Navy rifle and pistol trophies.

Ricketts (SoLant) — — 2-6, 7-5, 6-1.

LTJG Junta (PacCoast) def. LTJG Schmitz (PacCoast) — — 6-1, 6-4.

ENS Vinton (SoLant) def. LT White (PacCoast) — — 6-2, 6-2.

ENS Thompson (NorLant) def. JO1 Karrh (SoLant) — — 6-3, 6-3.

LTJG Berry (LantFlt) def. LT Godfrey (NorLant) — — 6-1, 6-1.

LTJG Junta (PacCoast) def. ENS Thompson (NorLant) — — 5-7, 6-3, 7-5, 13-11.

LTJG Berry (LantFlt) def. ENS Vinton (Solant) — — 6-2, 10-8, 6-4.

LTJG Junta (PacCoast) def. LTJG Berry (LantFlt) — — 6-3, 13-11, 6-4.

##### Open Doubles

LT Walters and LT Wallis (WestPac) def. LTJG Whalen and ENS Morris (LantFlt) — — 4-6, 11-9, 7-5.

JO1 Karrh and ENS Vinton (SoLant) def. ENS Tenenbaum and AN Weinberg (NorLant) — — 6-1, 6-0.

LTJG Junta and LT White (PacCoast) def. LT Ricketts and LTJG Williams (SoLant) — — 6-0, 6-2.

LTJG Berry and ENS Swan (LantFlt) def. LTJG Osburn and LTJG Schmitz (PacCoast) — — 6-2, 12-10.

ENS Thompson and LT Godfrey (NorLant) def. LT Wallis and LT Walters (WestPac) — — 6-1, 6-2.

JO1 Karrh and ENS Vinton (SoLant) def. LTJG Lund and SN Scates (WestPac) — — 6-0, 7-5.

LTJG Junta and LT White (PacCoast) def. ENS Thompson and LT Godfrey (NorLant) — — 6-0, 7-5, 6-0.

JO1 Karrh and ENS Vinton (SoLant) def. LTJG Berry and ENS

Swan (LantFlt) — — 4-6, 6-2, 6-4, 2-6, 6-1.

LTJG Junta and LT White (PacCoast) def. JO1 Karrh and ENS Vinton (SoLant) — — 3-6, 4-6, 6-2, 7-5, 6-3.

#### DesFlot Five Field Day

Talented athletes representing the escort destroyer *uss Philip* (DDE 498) racked up five firsts, six seconds and four thirds, and a total of 69½ points, in winning that ship's second Destroyer Flotilla Five Olympic Field Day championship recently.

More than 500 destroyermen from 14 ships competed in the third annual two-day sports extravaganza, staged at Pearl Harbor's Richardson Center recreation area.

Along with the Field Day championship for *Philip* went possession of the Commodore's Cup, symbol of athletic supremacy within DesFlot Five.

*uss Radford* (DDE 446) gained runner-up honors with its 28-point total, one point ahead of third-place *uss Taylor* (DDE 468.)

Eight Field Day records — four swimming, two track-and-field and two weight-lifting — were wrecked during the meet. *Philip's* Paul Misura took a hand in the record breaking by setting a new mark for the 50-meter breast stroke of 38.4, and also finished second in the 100-meter backstroke and swam a leg on *Philip's* winning 200-meter freestyle relay team to rank as the tourney's top individual scorer with 12 points.

Alan Copeland, *Taylor's* mighty mite competing in the middleweight weight-lifting class, not only broke his division's record but also tied the heavyweight class standard by elevating a staggering 205 pounds. Lightweight class weight-lifter Ronald Clotfelter of *uss Epperson* (DDE 719) also got into the act with a record 165-pound lift.

One of the two double record-setters in the meet, swimmer Leonard Conti of *uss O'Bannon* (DDE 450), won the 50 and 100-meter freestyle events with clockings of 29.3 and 1:09, respectively. Another *Philip* swimmer, Robert Phelan, set a new mark in the 100-meter backstroke with 1:31.8.

*Radford's* big Donald Graham broke two of his own records — with a 44' 10" heave of the 16-pound shot, and a 124' 7" toss of the heaving line. It was a real field day.

# THE WORD

## Frank, Authentic Advance Information On Policy — Straight From Headquarters

• **INVOLUNTARY EXTENSIONS FOR SOME** — The United States, as almost every newspaper reader, radio listener and televiewer knows by now, has embarked upon an extensive build-up of its military forces. The Navy, as an integral part of those forces, is involved. To help meet its new requirements it has begun involuntarily extending (up to 12 months) the tours of active duty of some officers and of selected enlisted ratings.

Every effort is being made, of course, to obtain the bulk of the necessary additional manpower through voluntary methods (that is, voluntary requests for extensions). If requirements are not met, however, it will be necessary (as some of you undoubtedly already know) to retain men involuntarily.

These involuntary extensions began taking effect 1 September. Here's the way the picture looks as of now:

Officers whose code categories are 110X, 131X, 135X, 210X, 220X, 230X, 310X, 410X, 6XXX, 7XXX and 81XX, eligible for voluntary retirement, resignation or release from active duty in September or October 1961, are getting their requests for such retirement, resignation or release reviewed on an individual basis.

On the enlisted side, a total of 35 ratings — most of them of the critical and/or seagoing variety, are affected. Average monthly number of men holding those ratings which the Navy feels it must retain, either through voluntary or involuntary extensions, is 6000 — allocated as fol-

lows: Pacific Fleet — 2600; Atlantic Fleet — 2700; Continental U. S. — 700.

The length of extensions, according to present plans, will vary according to the rating of the individual, and the specific need for that rating in the build-up.

While authority for extensions of up to one year has been granted, an all-out effort will be made to keep involuntary extension lengths to a minimum. Whenever possible, Navymen will be notified of their extensions at least two months in advance.

Following is the list of ratings which face possible four-to-twelve months extensions: BM, QM, SM, RD, SO, GM, GMT, FT, ET, RM, YN, PN, MA, SK, DK, CS, SH, MM, BT, BR, EM, IC, SF, DC, AD, AT, AO, AQ, AB, AE, AM, PR, AK, HM, DT.

Involuntary extensions will not be necessary in the following ratings: TM, GS, MN, IM, OM, TE, CT, JO, PC, LI, DM, MU, EN, MR, PM, ML, EA, SV, CE, EO, CM, BU, SW, UT, AC, AG, TD, PH, PT, SD.

• **PATRIOTIC OPPORTUNITY** — Have you read the NavAct of 2 Aug? In case you haven't, here's a quote from it that all hands should take to heart.

"President Kennedy has portrayed the situation confronting our country, world-wide. The Congress is acting promptly on his requests for increased forces. Navy build-up requires addition of ships, air squadrons and their crews. Those trained

men now on active duty are the experienced source on which we must build. Men separated in the next 12 months will have to be replaced with inexperienced men or be held by law for an additional period of service up to one year in order to maintain a ready Navy. Voluntary reenlistments or extensions now will reduce the requirements later. Accordingly, commanding officers are directed to assure that qualified USN and USNR men whose enlistments will expire in FY 62 are informed of the present special need for their services and their patriotic opportunity to reenlist or to extend voluntarily."

The NavAct also included this statement: "The need is particularly urgent in the critical rates. There is no reduction in standards now prescribed for reenlistments and extensions as set forth in current instructions."

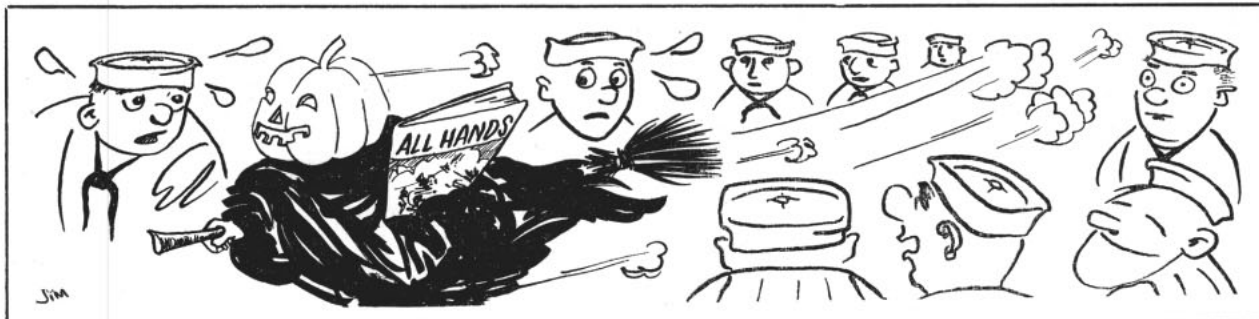
• **SPACE AVAILABLE?** — You'd better think twice before you walk into a MATS terminal with the idea that your request for space available transportation will receive immediate attention.

An Air Force message to all the services warns that an excessive number of servicemen and dependents apparently have the idea such transportation is an automatic procedure.

True, space available air service is a privilege extended to you and your dependents, but only if, as the method so explicitly implies, space is actually available.

Unfortunately, the MATS system doesn't operate enough aircraft to handle everyone who wants a ride. As a result, you may be denied such transportation, and should be prepared to travel by commercial means.

As OpNav Inst. 4630.12A puts it: "Neither the government nor the agency (MATS) will be obligated to continue you to your destination or



DON'T PLAY TRICKS on your shipmates. Instead, give nine of them a chance to see this copy of ALL HANDS.



return you to the point of origin."

In any case, if you do wish to apply for space available transportation, it's best to check with your local MATS representative well ahead of the day you wish to be on your way. Then, if you can't get a booking, you will have plenty of time to make other travel arrangements.

Don't, as some Navymen have done, spend valuable leave time hanging around a MATS terminal waiting for a flight. You may be disappointed.

• **SEAVEY SEGMENT 3-61** — If you are in Segment Three of Seavey, and you are eligible to come ashore, you can expect to receive orders within a few months. The first orders for your segment will be cut in October and the first transfers will be ordered for February 1962.

Don't become overanxious about your orders, however. The Chief of Naval Personnel has warned that some men in this segment may not come ashore exactly on schedule because of a scarcity of travel funds. As soon as funds do become available, however, normal Seavey/Shorvey transfers will be resumed.

The following are the sea duty commencement cutoff dates for Seavey Segment 3-61. If you went to sea in or before the month listed you can expect orders any time during or after October.

ADC, 1, 2	Dec. 1959
AD3, ADAN	Feb. 1960
ATC, 1, 2	Dec. 1959
AT3, ATAN	Feb. 1960
AOC, 1	Dec. 1959
AO2, 3, AOAN	June 1959
ABC, 1	Dec. 1959
AB2, 3, ABAN	June 1959
AEC, 1, 2	Dec. 1959
AE3, AEAN	Feb. 1960
AQC, 1, 2	Dec. 1959
AQ3, AQAN	Feb. 1960
AMC, 1, 2, 3, AMAN	Feb. 1960
PRC, 1	Dec. 1959
PR2, 3, PRAN	Feb. 1960
AG1, 2, 3, AGAN	Dec. 1959
AKC, 1, 2, 3, AKAN	Feb. 1960
PHC, 1, 2, 3, PHAN	Dec. 1959
PTC, 1, 2, 3, PTAN	June 1959
HMC, 1, 2, 3, HN	Feb. 1960
DMC, 1, 2, 3, DN	Feb. 1960

Full information may be found in BuPers Notice 1306 of 10 May 1961.

• **SERVICE WAIVER FOR NAVCAD** — You do not need to have served one year of active duty immediately preceding your application for the Naval Aviation Cadet Program.

Because of the present needs of naval aviation, the Chief of Naval Personnel has extended the waiver on the one-year active duty requirement until 30 Jun 1962.

Enlisted men have been reminded of the current need for highly motivated men in the NavCad Program, and they are encouraged to forward their applications to BuPers if they are qualified. Basic requirements are listed in BuPers Inst. 1120.20B.

• **NO PROMOTION PHYSICALS** — Promotion for most officers will no longer be contingent upon a special physical examination. The Chief of Naval Personnel will determine your physical condition by checking your records, your duty status, and your most recently recorded physical examination.

Under SecNav Inst. 6120.2 an officer is now considered physically qualified for promotion unless he is:

- Undergoing hospitalization.
- On sick leave.
- Assigned a physical limited duty status as a result of action on the report of a board of medical survey.
- Waiting to appear before a physical evaluation board.
- Awaiting final action on the recommended findings of a physical evaluation board, a board of medical survey, or a medical board.

The promotion of ensigns is normally effected by their commanding officers at the end of 18 months' service. These ensigns may be promoted without a special physical, unless they are in one of the above categories. A commanding officer may, however, order a physical exam if he considers it necessary.

Ensigns with 11XX, 13XX, 600X or 61XX designators who are known to have defective color perception, or any ensign known to suffer from chronic motion sickness, will not be considered qualified for promotion. The names of these ensigns must be reported to the Chief of Naval Personnel, via the Chief of the Bureau of Medicine and Surgery.

An officer who is considered not physically qualified for promotion by his commanding officer may still be promoted if the Chief of The Bureau of Medicine and Surgery determines that the physical disqualification was caused by wounds received in the line of duty, and the wounds will not incapacitate the officer for the performance of useful service in the higher grade.

## QUIZ AWEIGH

You should know something about naval history. Besides the personal satisfaction it will provide, it could help you pass your rating examination or an examination for officer selection. Here are a few questions about Navy battles. Are you familiar with them?

1. In 1942 the U.S. fought a battle in which opposing ships never saw each other. It was also the first major battle in U.S. naval history when surface ships didn't exchange a single shot. It was the Battle of: (a) Midway; (b) Coral Sea; (c) Guadalcanal; (d) Aleutians.

2. Another WWII battle has been called the turning point of the war in the Pacific. Four Japanese aircraft carriers and a cruiser were sunk and Japan also lost over 300 planes and a large percentage of her most highly trained and battle-experienced carrier pilots. This all happened at the Battle of: (a) Midway; (b) Coral Sea; (c) Guadalcanal; (d) Solomons.

3. In the War of 1812, Oliver Hazard Perry during one battle had his flagship shot from under him, but he escaped by rowboat to a second ship, took command, and went on to win the battle. This took place at the Battle of: (a) Lake Champlain; (b) Mobile Bay; (c) The Great Lakes; (d) Lake Erie.

4. After this battle was won by the Navy, the crew was ordered to abandon its sinking ship. They boarded the captured ship and returned to port. At one desperate point in the battle, the American captain, yelled, "I have not yet begun to fight." This battle was between: (a) Merrimack and Monitor; (b) Shannon and Chesapeake; (c) Bon Homme Richard and Serapis; (d) Constitution and Java.



5. "Damn the torpedoes! Full speed ahead!" was the slogan of this battle. Torpedoes in this case were more like mines by today's standards. They had been placed at the entrance to a body of water, and the U.S. Navy's Admiral Farragut ordered his ships to disregard the mines and attack the enemy ships on the other side. As it turned out, only one ship was sunk by these torpedoes. This happened during the Battle of: (a) Lake Erie; (b) Mobile Bay; (c) Lake Champlain; (d) Havana Harbor.

Answers may be found on page 55.

# THE BULLETIN BOARD

## If You're Looking for a Scientific Education, Try NESEP

If you're an active duty enlisted man or woman under 25, your chances for a Navy commission may be better than you think. Under NESEP — the Navy Enlisted Scientific Education Program — you may be able to qualify for an unrestricted line commission after an uninterrupted four-year education in designated colleges and universities. You earn a baccalaureate degree in one of the fields of science or engineering, after which you are ordered to Officer Candidate School or Pre-Flight School for training leading to a commission in the Regular Navy.

Upon appointment your obligation is for four years, the same as your Naval Academy or Regular NROTC contemporary.

Only enlisted men and women (Regular, Reserve, TAR) on active duty are eligible to apply for a NESEP appointment. You must be a citizen of the United States, under 25 years of age, and possess a high school diploma or satisfactory high school level GED scores. Your GCT plus ARI basic battery must be at least 118, and you must be physi-

cally qualified as outlined in BuPers Inst. 1510.69F. Minimum vision up to 20/100 each eye will be waived if glasses correct your vision to 20/20.

Also, you must be at least an E-2 at time of application, and have completed recruit training or its equivalent. A conviction by either court-martial or civil court during the two-year period preceding your application will disqualify you, unless it was for a minor traffic violation. There are no marital restrictions. Finally, you must be recommended by your commanding officer.

Many NESEP authorities agree that next to these general qualification requirements, the thing they consider most important as an eligibility factor is your record of educational activity since entering the Navy. If your service record shows you have been spending your free time in constructive learning through correspondence courses or after hours schooling, it makes sense that you would be a pretty good bet as a full time student. (Incidentally, if you were ever enrolled in a college before entering the Navy, and left

on probation with academic failures or a poor record, it would be mighty important, if not downright necessary, for you to have evidence of constructive educational activity since leaving school.)

NESEP schooling consists of regular academic and summer sessions in one of two curricula categories. Course A, Systems Engineering, is electrical engineering in electronics systems. The objective is to develop you into a competent systems engineer in the specialized area of electronics.

Course B covers a science and engineering curriculum, with major fields of study in physics, chemistry, meteorology or mathematics. You are authorized some electives and may deviate to a limited extent from your major, but not so much that you miss its theme. Your major, which is not approved until late in your sophomore year, is based on the recommendations of the university and its Professor of Naval Science.

You are permitted to take annual leave during normal school holidays, and are eligible for advancement in rating in the usual manner. Incidentally, you remain an enlisted man (or woman) while enrolled as a NESEP scholar, and may not apply for any other in-service officer procurement program.

Your NESEP education does not exceed four consecutive years, which count as a normal tour of shore duty. Normally, instruction does not continue once you've earned your baccalaureate, and this may not take four years if you have previous credits. (If you enroll with valid credits from other schools you may be admitted with an advanced standing.)

If you are eligible for NESEP, and wish to apply, BuPers Inst. 1510.69F outlines the procedure. Your letter application, following a standard format shown in the instruction, must reach the Chief of Naval Personnel no later than 1 November. Reports of your medical examination must accompany your

### Success Story, NESEP Style

Pre-flight students down Pensacola way tell the story of a youngster who thought high school was strictly for kids. He quit at the end of his sophomore year, kicked around at odd jobs for a while, then enlisted in the Navy.

One day it dawned on him that he needed an education. He boned up on basic courses through USAFI, passed the Navy GED test for high school credits, and now, thanks to NESEP, has earned a Bachelor of Science degree in electronics engineering, and is working his way through the pre-flight officer indoctrination course at NAS Pensacola.

With slight variations, this story has been duplicated by NESEP scholars many times over. Our hero, actually a real-life chief petty

officer, attended Purdue University for four years under the NESEP program. He'll be commissioned soon, and with his electronics engineering degree, will no doubt be a welcome addition to any aviation staff.

Another story making the rounds at Pensacola is about the chief who managed to earn two degrees in four years as a NESEP student at the University of Washington. While his civilian classmates were still working on their bachelors' degrees, the chief left school early with not only his BS, but a master's degree in nuclear engineering as well. He, too, will be commissioned soon, and has already applied for graduate instruction, available to him in due course, thanks to NESEP.



application. (Your physical qualifications must be determined before you are accepted in the program.)

You must obtain transcripts of any previous high school and college credits to accompany your application. (A note of caution: Any effort to conceal an academic record is considered disqualifying by all universities. It is necessary, therefore, for you to obtain transcripts for all periods of attendance in secondary or higher level schools.)

Another enclosure that must accompany your application is a handwritten statement (not more than one page) outlining your reasons for wishing to participate in NESEP. You must include in this statement your reasons for leaving any college you may have attended.

You will then be interviewed by a board of three officers, appointed by your commanding officer. They will consolidate their evaluation of you, which will weigh heavily either for or against your selection. Next you talk with your CO, who will in turn recommend you for NESEP only if he sees in you a good moral character, a motivation for career officer status, and academic potential. His recommendation will be in the form of an endorsement to your application.

Your next step up the NESEP ladder is a written examination, which your CO orders from the Naval Examining Center. (NESEP exams are administered Navy-wide, to all applicants, on the second Monday in November. Sample question: The vertex angle of an isosceles triangle exceeds each base angle by 30 degrees. Find the number of degrees in each angle of the triangle. The correct answer, taken from four possibilities: 50 degrees, 50 degrees, 80 degrees.)

If you get as far as the exam, and it doesn't slow you down, you're ready to be selected. The major considerations that go into your selection are based upon your service record, previous educational endeavor, CO's recommendation, and your exam score. Final NESEP selections are made during March of the year of college entrance.

If you are selected, you will be issued orders in plenty of time to report to the Naval Preparatory School at Bainbridge, Md., or the Service School Command in San

Diego, for nine weeks of refresher training in math, physics, English usage, and orientation in college academic requirements. This training is given during the summer, just before you enter school.

Here, too, you are interviewed; a field of study is assigned, and a college or university is designated. Before you leave prep school you are discharged and reenlisted in the Regular Navy for a period of six years. (You reenlist in the usual manner in the rating you held at discharge.) You are then ordered to the designated school to start your education in the fall term.

Once each year while in school you will be given a physical examination to make sure you are still in shape. If you are found no longer physically qualified for a line commission, you may still be retained for an appointment in the restricted Line or Staff Corps. However, if you cannot meet these commission-

ing standards, you will be dropped from the program.

Physical unsoundness isn't the only way to be dropped from NESEP. The Bureau will see to it that you are disenrolled if your academic performance is low, or if you generally don't meet officer aptitude standards.

In any case, if you should be disenrolled, you would return to the Fleet in the rate and pay grade you hold at the time, and complete your enlistment.

After you complete your second year of studies, you agree to extend your enlistment for an additional two years. Thus, by the time your school hitch is up, you will have the necessary four years' obligated service mentioned earlier.

The complete NESEP picture is outlined in BuPers Inst. 1510.69F, with such aids as sample application form, study guides, and the CO's check-off list attached.

## WHAT'S IN A NAME

### Flagstaff Insignia

Of the many ornamental devices which distinguish the rank of Navy officers, perhaps the least understood, or at least the most confusing, are the various flagstaff insignia. Actually, there are hard and fast rules governing flagstaffs Navy Regs and (DNC 27), which apply not only to the Navy, but to the other services and civilian agencies as well.

The flagstaff of a boat assigned for the use of military and civil officials may have one of five different ornamental devices, which depend on the official's rank. This includes boat staffs for the ensign and personal flags and pennants.

- A spread eagle adorns the boat flagstaff of any officer who rates a 19-gun salute (including the Secretary of the Navy and Chief of Naval Operations).

- A halberd designates a flag or general officer whose official salute is less than 19 guns, and civilian officials who rate 11 or more guns, up to 19. (An ADM rates a 17-gun salute; VADM, 15; RADM, 13.)

- A ball design is for an officer of the grade, or relative grade, of CAPT, and for a career minister, a counselor or first secretary of embassy or legation, or consul.

- A star designates an officer of the grade or relative grade of CDR.

- A flat truck is for officers below the grade of CDR, and for civil officials (not already covered) who rate honors during a visit.

Under certain circumstances, these same flagstaff ornaments may be properly used ashore. The brass ball design, which adorns the flagstaff of a gig, also tops the flagpoles at naval shore activities. For parades or office use, the proper staff ornament is the same as the one prescribed for the individual officer's boat.

Other specifications for flagstaff insignia are:

**Automobiles**—The staff used for automobile flags is topped by an ornament of acorn design, regardless of the rank of the officer or official embarked.

**Colors and Guidon**—The staff ornament used with colors, whether national or organizational, is the battle-ax, which is also prescribed for guidons.



## You Can Look Forward To Long Life After Retiring, Statistics Say

Relax, you pessimists. Your chances of living to a ripe old age are just as good as anyone else's. In fact, as a career Navyman your chances for a long life span may be even better than the average civilian's.

So what's the problem? Actually, there is none. It seems, however, that many Navy men hold a pessimistic attitude in relation to the number of years they'll live after retirement.

For example, Career Appraisal Teams frequently hear Navy men question: "The average guy doesn't live long after he retires from the Navy. . . . does he?"

Usually the pessimist tells the story about a friend who retired from the Navy one day and died the next. As a result, he's convinced that a Navy career is risky business.

This is not so, says the Bureau of Medicine and Surgery.

Although specific facts of longevity following retirement from the Navy have not been sufficiently analyzed for solid conclusions, a table prepared by the Department of Health, Education and Welfare and included in an article in the U.S. Navy Medical News Letter (of 2 Jun 1961) may be broadly applied to Navy men. It shows, for example, that if your age at retirement is 50, you could normally expect to be around to eat a slice of your 72nd birthday cake, provided, of course, your diet permits.

Here's the average life span outlook, as it might be applied to retirees:

Retirement Age	Should Live to Age (average)
35	70.8
40	71.1
45	71.8
50	72.7
55	74.0
60	75.6
65	77.6
70	80.1

Actually though, BuMed points out, your average remaining lifetime should be considerably greater than indicated in the table if you retire without a physical disability. This is simply because you represent a physically select group.

All-Navy Cartoon Contest  
Charley Wise, HMCA, USN



"We have a surprise for you, we washed your hat."

You have had good medical attention throughout your years of service, and should have, therefore, a greater life expectancy at any given age than the average citizen who did not have, or did not take advantage of, expert medical attention, and who has not profited from the Navy's carefully worked out preventive medicine programs.

On the other hand, if you retire with a physical disability, you may have a shorter remaining lifetime than that indicated in the table. It varies, of course, on the cause and degree of disability.

## List of New Motion Pictures And TV Series Available To Ships and Overseas Bases

The latest list of 16 mm feature movies and TV series available from

All Navy Cartoon Contest  
LT Billups E. Lodge, USN



"Why, yes, sir — as a matter of fact, I do plan to make the Navy a career."

the Navy Motion Picture Service is published here for the convenience of ships and overseas bases.

Two one-hour TV shows are packaged together for a 108-minute program, but may be shown only aboard ship. TV series available for selection are: *Wagon Train*, *Bonanza* and *Rawhide* — Westerns; *Perry Mason* and *Michael Shayne* — Melodramas; and *Checkmate* — Drama.

Movies in color are designated by (C) and those in wide-screen processes by (WS). They are available for ships and bases overseas.

## Motion Pictures

*Swiss Family Robinson* (1767) (C) (WS): Adventure Drama; John Mills, Dorothy McGuire.

*Sanctuary* (1768) (WS): Drama; Lee Remick, Yves Montand.

*There was a Crooked Man* (1769): Melodrama; Alfred Marks, Andrew Crucks Hank.

*Portrait of a Mobster* (1770): Melodrama; Vic Morrow, Leslie Parrish.

*Two Loves* (1771) (C) (WS): Drama; Shirley MacLaine, Laurence Harvey.

*The Right Approach* (1772) (WS): Comedy Drama; Martha Hyer, Frankie Vaughn.

*The Pharaoh's Woman* (1773) (C) (WS): Drama; Linda Cristal, Pierre Brice.

*Make Mine Mink* (1774): Comedy; Terry Thomas, Peter Sellers.

*The Alamo* (1775) (C) (WS): Drama; John Wayne, Linda Cristal.

*The Fiercest Heart* (1776) (C) (WS): Melodrama; Stuart Whitman, Juliet Prowse.

*White Heat* (1777): Drama; Virginia Mayo, James Cagney.

*One Hundred and One Dalmatians* (1778) (C): Cartoon Feature.

*Pepe* (1779) (C) (WS): Comedy; Cantinflas, Dan Dailey.

*Carthage in Flames* (1780) (C) (WS): Melodrama; Anne Heywood, Jose Suarez.

*Rhapsody in Blue* (1781): Musical; Robert Alda, Alexis Smith.

*Posse From Hell* (1782) (C): Western; Audie Murphy, John Saxon.

*All Hands on Deck* (1783) (C) (WS): Comedy; Pat Boone, Barbara Eden.

*Misty* (1784) (C) (WS): Drama; David Ladd, Pam Smith.

*The Warrior Empress* (1785) (C)



(WS): Drama; Kerwin Mathews, Tina Louise.

*Master of the World* (1786) (C): Science-Fiction.

### Television Programs

5140: TV-1 *Wagon Train* — The Shadrack Bennington Story. TV-2 *Perry Mason* — The Moth-Eaten Mink.

5141: TV-1 *Wagon Train* — The Duke Lemay Story. TV-2 *Perry Mason* — The Prodigal Parent.

5142: TV-1 *Wagon Train* — The Albert Farnsworth Story. TV-2 *Checkmate* — Terror From the East.

5143: TV-1 *Wagon Train* — The Allison Justis Story. TV-2 *Checkmate* — The Human Touch.

5144: TV-1 *Wagon Train* — The Maggie Hamilton Story. TV-2 *Perry Mason* — The Case of the Lucky Loser.

5145: TV-1 *Wagon Train* — The Colter Craven Story. TV-2 *Perry Mason* — The Desperate Daughter.

5146: TV-1 *Wagon Train* — The Horace Best Story. TV-2 *Checkmate* — Phantom Lover.

5147: TV-1 *Wagon Train* — The Tracy Sadler Story. TV-2 *Checkmate* — The Gift.

5148: TV-1 *Wagon Train* — Doctor Swift Cloud. TV-2 *Checkmate* — The Paper Killer.

5149: TV-1 *Wagon Train* — The Charlene Benton Story. TV-2 *Perry Mason* — The Case of the Lazy Lover.

5150: TV-1 *Wagon Train* — The Amos Gibbon Story. TV-2 *Michael Shayne* — Dolls are Deadly.

5151: TV-1 *Wagon Train* — Weight of Command. TV-2 *Michael Shayne* — Blood on Biscayne Bay.

5152: TV-1 *Bonanza* — Death on Sun Mountain. TV-2 *Michael Shayne* — Shoot the Works.

5353: TV-1 *Bonanza* — Rose for Lotta. TV-2 *Michael Shayne* — Four Lethal Ladies.

5154: TV-1 *Rawhide* — Incident of the Challenge. TV-2 *Michael Shayne* — Murder in Wonderland.

5155: TV-1 *Rawhide* — Incident at Red River Station. TV-2 *Michael Shayne* — Death Selects a Winner.

5156: TV-1 *Wagon Train* — The Jose Morales Story. TV-2 *Michael Shayne* — Man with the Cane.

5157: TV-1 *Wagon Train* — The River Crossing Story. TV-2 *Michael Shayne* — Spotlight on a Corpse.

5158: TV-1 *Wagon Train* — The

Countess Baranoff Story. TV-2 *Michael Shayne* — Murder and the Wanton Bride.

5159: TV-1 *Wagon Train* — The Jane Hawkins Story. TV-2 *Michael Shayne* — Murder at the Convention.

### Music School Establishes Beachhead at Little Creek

Time and progress have finally caught up with the Naval School of Music. As a result, the school will be moved to a new home.

It all started back in WW II days when the school, which has been a fixture in the Washington, D. C., area since it was organized in 1935, moved into temporary buildings at the naval station.

But there was a catch. The naval station land was owned, for the most part, by the Department of

the Interior, which agreed to lend the property to the station on condition it would move out when the permit expired. It has.

If this wasn't reason enough, a new freeway will soon be pushing aside many of the naval station's principal buildings, including part of the Music School's barracks.

However, this doesn't necessarily mean Washington will be a city without a naval station. Congress is now considering legislation to provide for the construction of a new one somewhere in the area.

In the meantime, activities which can perform their missions just as effectively somewhere else will have to move on. The School of Music will be relocated at the Naval Amphibious Base, Little Creek, Va., by mid-1963.

## WAY BACK WHEN

### The Naval Committee System

Were the good old days really good? Perhaps not so far as the Navy was concerned, if you compare the first Navy administrative procedures with the system we have now.

In less than one year, at least three different committees had turns at governing the new Navy that emerged in 1775.

The first naval committee appointed by Congress was charged with buying and outfitting ships. Their selections (*Alfred, Columbus, Andrew Doria, Cabot, Hornet, Fly, Wasp, and Providence*) made up the first American Fleet.

Also in 1775, an Act of Congress provided that a Fleet of 13 ships equipped with 24 to 32 guns be ready the following year.

To supervise this project, another committee was appointed, this one known as the Marine Committee, which, it turned out, administered our naval affairs from De-

cember 1775 to December 1779.

The Marine Committee had 13 members, each representing one of the colonies. Like the Congress of its day, this forerunner of the Navy Department carried legislative, judicial and executive powers, but was, in fact, under the direction of Congress. (The Committeemen were also Congressmen.)

One of the Committee's tasks was to appoint commissioned Navy officers, a function which exemplified some of the growing pains suffered by the new Navy.

Instead of being appointed by the President with Congressional approval, an officer could be commissioned not only by the Marine Committee, but by its subordinate boards; by any naval commander, recruiting agent or commissioner abroad; or even by local authorities in the several states.

And, besides building and equipping our first ships and directing their movements, the Committee was charged with holding courts-martial, sending dispatches abroad, and trading American goods for European munitions.

The Marine Committee was superseded in 1779 by the Board of Admiralty, another committee type organization which consisted of three commissioners and two members of Congress. This Board, which governed the Navy until 1781, was followed by an Agent of Marine (Robert Morris).

Before the turn of the century Congress realized that the Navy's administrative department must be under one head, and, on 18 Jun 1798, Benjamin Stoddert took office as our first Secretary of the Navy.



## Here's Latest Report on Navy's Enlisted Rating Structure

**L**AATEST BIG NEWS on the personnel front has been provided by a Chief of Naval Personnel announcement establishing a hard-and-fast date for the final transition of all enlisted Navymen, Regular and Reserve, active and inactive, to a single, integrated enlisted rating structure.

Accompanying this announcement (BuPers Notice 1440 of 24 Aug 1961), was a change affecting the gunner's mate rating.

The notice redesignates the GM rating a general rating in pay grades E-8 and E-9; changes GM from a general service rating in pay grades E-4 through E-7 to three separate service ratings—Gunner's Mate (Guns), GMG; Gunner's Mate (Missiles), GMM; and Gunner's Mate (Technician), GMT; and disestablishes in all pay grades the emergency service ratings of GMA (Armorer); GMM (Mounts); and GMT (Turrets.)

In its final form (transition has been underway on a gradual basis ever since 1957) the new, all-purpose rating structure contains three classifications—General Service and Emergency Ratings.

Number one advantage of the new setup is the fact that no changes will be required in the event of partial or total mobilization. General and Service Ratings will apply to Regular and Reserve personnel, active and inactive. Reservists with

Emergency Ratings will be called to active duty only upon mobilization.

The scope and responsibilities of the three new classifications are:

- **General Rating**—Is similar to, and replaces, the General Service Rating. Reflects qualifications in all aspects of an occupational field, and assures broadly qualified petty officers. A "general rate" is the pay grade level within a General Rating.

- **Service Rating**—Is similar to, and replaces, the Emergency Service Rating. Reflects qualifications in some aspects of an occupational field, and provides specialization where desirable. A "service rate" is the pay grade level within a Service Rating.

- **Emergency Rating**—Is similar to, and replaces, the Exclusive Emergency Service Rating. Reflects qualifications in a civilian skill not identified in the peacetime Navy but required to be identified in wartime. An "emergency rate" is the pay grade level within an Emergency Rating.

For those of you serving on active duty, the new rating structure is already in effect. All changes involving inactive duty personnel are to be accomplished by 1 Dec 1961. Effective immediately, all rating structure changes and resulting procedures for changes in rating of Naval Reserve, Fleet Reserve and retired personnel not serving on active duty will be published in con-

cert with those involving active duty Navymen, instead of separately as in the past.

In the case of active duty gunner's mates, the changes involving their rating went into effect 1 October. Inactive duty gunner's mates will be switched by 31 Dec 1961. All pertinent information affecting gunner's mates, such as paths of advancement; examinations for advancement; training courses and publications; in-service training and NEC codes is contained in BuPers Notice 1440 of 24 Aug 1961.

BuPers Notice 1440 of 11 May 1961 designated FT as a General Rating, and established the Service Ratings of FTG (Gun Fire Control) and FTN (Missile Fire Control). All FT Emergency Service ratings have been disestablished.

The same Notice designated ET as a General Rating and established ETN and ETR Service Ratings. All ET Emergency Service Ratings have been disestablished.

The Teleman rating is being phased out and there is no input to the rating. The Photogrammetry Assistant Emergency Rating is to be disestablished, as is the Aviation Pilot rating.

The *Manual of Qualifications for Advancement in Rating* (NavPers 18068) describes the rates below pay grade E-4 and contains a complete description of all the ratings in the following table.

### Enlisted Rating Structure

Rating	Title	Type Rating and Pay Authorized
BM	Boatswain's Mate	General Rating E-4 through E-9
QM	Quartermaster	General Rating E-4 through E-9
SM	Signalman	General Rating E-4 through E-9
RD	Radarman	General Rating E-4 through E-9
SO	Sonarman	General Rating E-6 through E-9
SOA	Sonarman A (Airborne)	Service Rating E-4 and E-5
SOG	Sonarman G (Surface)	Service Rating E-4 and E-5
SOO	Sonarman O (Oceanographer)	Service Rating E-4 and E-5
SOS	Sonarman S (Submarine)	Service Rating E-4 and E-5
ESB	Stevedore	Emergency Rating E-4 through E-9
ESH	Harbor Defense Sonarman	Emergency Rating E-4 through E-9
<b>Group II—Ordnance</b>		
TM	Torpedoman's Mate	General Rating E-4 through E-9

Rating	Title	Type Rating and Pay Authorized
MN	Mineman	General Rating E-4 through E-9
GM	Gunner's Mate	General Rating E-8 and E-9
GMG	Gunner's Mate (Guns)	Service Rating E-4 through E-7
GMM	Gunner's Mate (Missiles)	Service Rating E-4 through E-7
GMT	Gunner's Mate (Technician)	Service Rating E-4 through E-7
FT	Fire Control Technician	General Rating E-7 through E-9
FTG	Fire Control Technician G (Gun Fire Control)	Service Rating E-4 through E-6
FTM	Fire Control Technician M (Missile Fire Control)	Service Rating E-4 through E-6
GS	Guided Missleman	General Rating E-4 through E-9

### Group III—Electronics

ET	Electronics Technician	General Rating E-6 through E-9
ETN	Electronics Technician N (Communications)	Service Rating E-4 and E-5



Rating	Title	Type Rating and Pay Authorized	Rating	Title	Type Rating and Pay Authorized
ETR	Electronics Technician R (Radar)	Service Rating E-4 and E-5	EAS	Engineering Aid S (Surveyor)	Service Rating E-4 and E-5
<b>Group IV — Precision Equipment</b>			CE	Construction Electrician	General Rating E-6 through E-9
IM	Instrument Man	General Rating E-4 through E-9	CEW	Construction Electrician W (Wiring)	Service Rating E-4 and E-5
OM	Opticalman	General Rating E-4 through E-9	CEP	Construction Electrician P (Power)	Service Rating E-4 and E-5
<b>Group V — Administrative and Clerical</b>			CET	Construction Electrician T (Telephone)	Service Rating E-4 and E-5
TE	Teleman	General Service Rating E-4 through E-7	CES	Construction Electrician S (Shop)	Service Rating E-4 and E-5
RM	Radioman	General Rating E-4 through E-9	EO	Equipment Operator	General Rating E-6 through E-9
CT	Communications Technician	General Rating E-4 through E-9	EOH	Equipment Operator H (Hauling)	Service Rating E-4 and E-5
YN	Yeoman	General Rating E-4 through E-9	EON	Equipment Operator N (Construction)	Service Rating E-4 and E-5
PC	Postal Clerk	General Rating E-4 through E-9	CM	Construction Mechanic	General Rating E-6 through E-9
PN	Personnel Man	General Rating E-4 through E-9	CMA	Construction Mechanic A (Automotive)	Service Rating E-4 and E-5
MA	Machine Accountant	General Rating E-4 through E-9	CMH	Construction Mechanic H (Construction)	Service Rating E-4 and E-5
SK	Storekeeper	General Rating E-4 through E-9	BU	Builder	General Rating E-6 through E-9
DK	Disbursing Clerk	General Rating E-4 through E-9	BUL	Builder L (Light)	Service Rating E-4 and E-5
CS	Commissaryman	General Rating E-4 through E-9	BUH	Builder H (Heavy)	Service Rating E-4 and E-5
SH	Ship's Serviceman	General Rating E-4 through E-9	BUR	Builder R (Concrete)	Service Rating E-4 and E-5
JO	Journalist	General Rating E-4 through E-9	SW	Steelworker	General Rating E-6 through E-9
ESE	Physical Training Instructor	Emergency Rating E-4 through E-9	SWE	Steelworker E (Erector)	Service Rating E-4 and E-5
ESI	Instructor (Miscellaneous)	Emergency Rating E-4 through E-9	SWF	Steelworker F (Fabricator)	Service Rating E-4 and E-5
ESF	Firefighter	Emergency Rating E-4 through E-9	UT	Utilities Man	General Rating E-6 through E-9
ESR	Transportation Man	Emergency Rating E-4 through E-9	UTP	Utilities Man P (Plumber)	Service Rating E-4 and E-5
ESC	Chaplain's Assistant	Emergency Rating E-4 through E-9	UTB	Utilities Man B (Boilerman)	Service Rating E-4 and E-5
ESW	Welfare and Recreation Leader	Emergency Rating E-4 through E-9	UTA	Utilities Man A (Air Conditioning)	Service Rating E-4 and E-5
ESU	Booker (Motion Picture Service)	Emergency Rating E-4 through E-9	UTW	Utilities Man W (Water and Sanitation)	Service Rating E-4 and E-5
ESK	Telecommunications Censorship Technician	Emergency Rating E-4 through E-9	<b>Group IX — Aviation</b>		
<b>Group VI — Miscellaneous</b>			AD	Aviation Machinist's Mate	General Rating E-8 and E-9
LI	Lithographer	General Rating E-4 through E-9	ADR	Aviation Machinist's Mate R (Reciprocating Engine Mechanic)	Service Rating E-4 through E-7
DM	Illustrator Draftsman	General Rating E-4 through E-9	ADJ	Aviation Machinist's Mate J (Jet Engine Mechanic)	Service Rating E-4 through E-7
MU	Musician	General Rating E-4 through E-9	AT	Aviation Electronics Technician	General Rating E-5 through E-9
ESP	Photogrammetry Assistant	Emergency Rating E-4 through E-9	ATN	Aviation Electronics Technician N (Radio and Radio Navigation Equipment)	Service Rating E-4 only
<b>Group VII — Engineering and Hull</b>			ATR	Aviation Electronics Technician R (Radar and Radar Naviga- tion Equipment)	Service Rating E-4 only
MM	Machinist's Mate	General Rating E-4 through E-9	ATS	Aviation Electronics Technician S (Anti- submarine Warfare Equipment)	Service Rating E-4 only
EN	Engineman	General Rating E-4 through E-9	ATW	Aviation Electronics Technician W (Air- borne CIC Operator)	Service Rating E-4 only
MR	Machinery Repairman	General Rating E-4 through E-9	AO	Aviation Ordnanceman	General Rating E-4 through E-9
BT	Boilerman	General Rating E-4 through E-9	AC	Air Controlman	General Rating E-4 through E-9
BR	Boilermaker	General Rating E-6 through E-9	AB	Aviation Boatwain's Mate	General Rating E-8 and E-9
EM	Electrician's Mate	General Rating E-4 through E-9	<i>(cont.)</i>		
IC	Interior Communications Electrician	General Rating E-4 through E-9			
SF	Shipfitter	General Rating E-6 through E-9			
SFM	Shipfitter M (Metalmith)	Service Rating E-4 and E-5			
SFP	Shipfitter P (Pipefitter)	Service Rating E-4 and E-5			
DC	Damage Controlman	General Rating E-4 through E-9			
PM	Patternmaker	General Rating E-4 through E-9			
ML	Molder	General Rating E-4 through E-9			
ESM	Underwater Mechanic	Emergency Rating E-4 through E-9			
<b>Group VIII — Construction</b>					
EA	Engineering Aid	General Rating E-6 through E-9			
EAD	Engineering Aid D (Draftsman)	Service Rating E-4 and E-5			

## THE BULLETIN BOARD

Rating	Title	Type Rating and Pay Authorized	Rating	Title	Type Rating and Pay Authorized
ABE	Aviation Boatswain's Mate E (Launching and Recovery Equipment)	Service Rating E-4 through E-7	AMH	Aviation Structural Mechanic H (Hydraulics)	Service Rating E-4 through E-7
ABF	Aviation Boatswain's Mate F (Fuels)	Service Rating E-4 through E-7	AME	Aviation Structural Mechanic E (Safety Equipment)	Service Rating E-4 through E-7
ABH	Aviation Boatswain's Mate H (Aircraft Handling)	Service Rating E-4 through E-7	PR	Parachute Rigger	General Rating E-4 through E-9
AE	Aviation Electrician's Mate	General Rating E-4 through E-9	AG	Aerographer's Mate	General Rating E-4 through E-9
AQ	Aviation Fire Control Technician	General Rating E-5 through E-9	TD	Trademan	General Rating E-4 through E-9
AQB	Aviation Fire Control Technician B (Bomb Director)	Service Rating E-4 only	AK	Aviation Storekeeper	General Rating E-4 through E-9
AQF	Aviation Fire Control Technician F (Fire Control)	Service Rating E-4 only	PH	Photographer's Mate	General Rating E-4 through E-9
AM	Aviation Structural Mechanic	General Rating E-8 and E-9	PT	Photographic Intelligence Man	General Rating E-4 through E-9
AMS	Aviation Structural Mechanic S (Structures)	Service Rating E-4 through E-7	ESV	Aviation Pilot	Emergency Rating E-5 through E-9
<b>Group X — Medical</b>					
HM	Hospital Corpsman	General Rating E-4 through E-9	<b>Group XI — Dental</b>		
DT	Dental Technician	General Rating E-4 through E-9	<b>Group XII — Steward</b>		
SD	Steward	General Rating E-4 through E-9			

### Changes in Family Life Can Mean Changes in BAQ

A CPO's daughter set her wedding date. She saw to it that Pop got word of the glad tidings, and the chief's biggest concern, of course, was to arrange leave so he could attend the ceremonies. Chances are he never gave a thought to the effect his daughter's marriage would have on his pay. Some months later he was rudely reminded, however, when his pay record was suddenly checked for almost \$200.

What's the point of the little tale of financial woe above? It's simply this — If you are drawing BAQ (Basic Allowance for Quarters), it is your responsibility to advise the U. S. Navy Family Allowance Activity, via your disbursing officer and commanding officer, if a change occurs in the number or status of your dependents, which reduces or terminates your entitlement to such BAQ.

Changes could include:

- Marriage of a dependent (as in the case above).
- A dependent's attainment of age 21.
- A son's (or daughter's) entrance into military service.
- Death of a dependent.
- Adoption of a child or children by other parties, or
- A change in the financial condition of your parents.

If you have any doubts concerning the status of your dependents as related to BAQ, therefore, it would be wise to see your disbursing officer right away. Remember, it's up to you.

### Naval Institute Announces General Prize Essay Contest

As much as \$1500 in prize money has been put up for grabs as the top award in this year's essay contest sponsored by the U. S. Naval Institute. The contest's theme: Any subject which deals with the advancement of professional, literary

and scientific knowledge in the Navy.

If you wish to compete, your essay must be received by the Secretary-Treasurer of the Institute on or before 1 Nov. 1961. It should not exceed 5000 words; it must be typewritten; double spaced; and submitted in duplicate—each copy complete in itself. Your name should not appear on the essay. In addition to a title, your essay must have a motto which appears on the title page, on the outside of a sealed envelope which contains your identification, and above your name and address inside the same envelope. The essay and envelope which contains your identification should be mailed in a large envelope clearly marked "General Prize Essay Contest," U. S. Naval Institute, Annapolis, Md.

If your essay wins the top prize (up to \$1500, a gold medal, and life membership in the Institute), or Honorable Mention (silver or bronze medal), or any special award, it will be published in the *Naval Institute Proceedings*. If it doesn't finish in the money or medals, it may be published nonetheless, and you would be paid at the rate established for non-competitive articles. (A tip: Your essay should be analytical or interpretive, not merely an exposition or personal narrative.) Winners will be announced at the annual Institute meeting on 15 Feb 1962.

### All-Navy Cartoon Contest Charley Wise, HMCA, USN



"The crew threw me over the side when I made chief. We were in dry dock at the time."



## New Retirement Certificate Available for Distribution

Another document has been added to the stack of papers you receive when you retire — this one a handsome certificate of retirement, which, if you frame and display, should be an appropriate item for family and friends to admire while you fill them in on your adventures at sea.

The 8½ by 10-inch document is officially known as Certificate of Retirement (Form DD 363N). It is being issued to all officers and enlisted men who retire permanently, with pay, on or after 1 Aug 1961.

If you retired with pay before 1 August, you may request a certificate from the Bureau of Naval Personnel (Pers B8), Washington 25, D. C.

### QUIZ AWEIGH ANSWERS

1. (b) Coral Sea
2. (a) Midway
3. (d) Lake Erie
4. (c) Bon Homme Richard and Serapis
5. (b) Mobile Bay

Quiz Aweigh may be found on p. 47.

Or, if you are in the Fleet Reserve, the Retired Reserve (without pay), or on the Temporary Disability Retired List, the certificate will automatically be issued to you when you are permanently retired with pay.

The Chief of Naval Personnel, who established the new certificate, will prepare and forward it with your retirement orders.

## Rules on Acceptance of Gifts, Use of Government Facilities

Just a reminder that no Navyman may accept any gift or hospitality "that might reasonably be interpreted by others" as being of such nature that it could affect his impartiality. Nor may he use, or permit the use by others, of government facilities, property, manpower or funds for other than official business. This includes the use of special mission aircraft and Navy cars.

A Department of Defense directive has recently been issued which governs the standards of conduct for Defense personnel with respect to the acceptance of gifts, the use of government facilities, property and manpower.

## These Are Your Chances for Advancement

In case you're still wondering how you did on those August exams, the following tabulations, indicating advancement opportunities in various ratings should prove interesting.

The figures are based on past statistics in computing the number of men likely to pass examinations and upon the best data available in calculating numbers of vacancies to be filled in August.

In instances where a service rating is not listed, advancement opportunities will be the same as listed for the corresponding general rating.

In the tables, the figure one indicates the chances for advancement are excellent. Of those passing the examinations, 70 to 100 per cent will be advanced.

Figure two means the chances for advancement are good — from

40 to 70 per cent will be advanced.

Figure three means there is a fair chance for advancement — from 15 to 40 per cent of those passing will make it.

Figure four means chances for advancement are poor. None of these ratings will be closed, but the Navy has adequate numbers in them. That means that fewer than 15 per cent of those passing will be advanced.

RATING	For Pay Grade		
	E-4	E-5	E-6
<b>GROUP I</b>			
BM	3	3	3
QM	1	1	1
SM	1	1	1
RD	1	1	1
SO	1	1	1
<b>GROUP II</b>			
TM	1	1	1
GM	2	2	2
GMT	1	1	1
GS	1	1	1
FT	1	1	1
MN	1	3	3
<b>GROUP III</b>			
ET	1	1	1
<b>GROUP IV</b>			
IM	2	2	2
OM	1	1	1
<b>GROUP V</b>			
RM	1	1	1
CT	1	1	1
YN	1	2	4
PN	1	2	3
MA	1	2	2
SK	1	2	3
DK	2	3	3

RATING	For Pay Grade		
	E-4	E-5	E-6
<b>GROUP VI</b>			
PC	1	2	2
CS	2	3	3
SH	4	4	4
JO	2	1	1
<b>GROUP VII</b>			
LI	3	2	2
DM	2	2	1
MU	1	1	1
<b>GROUP VIII</b>			
MM	1	1	1
EN	2	2	3
MR	1	1	1
BT	1	1	1
BR	---	---	1
EM	1	1	1
IC	1	1	1
SF	1	2	3
DC	2	1	3
PM	2	1	1
ML	2	2	2
<b>GROUP IX</b>			
EA	2	1	1
CE	1	1	1
EO	2	3	4
CM	2	3	4

RATING	For Pay Grade		
	E-4	E-5	E-6
<b>GROUP X</b>			
BU	1	1	3
SW	1	1	3
UT	2	2	3
<b>GROUP XI</b>			
ADJ	1	1	1
ADR	1	2	3
AT	1	1	1
AO	1	1	2
AQ	1	1	1
AC	1	2	3
AB	2	2	3
AE	1	1	2
AM	1	1	1
PR	1	1	2
AG	1	1	1
TD	3	3	4
AK	2	3	4
PH	2	1	3
PT	1	1	2
<b>GROUP XII</b>			
HM	2	2	2
<b>GROUP XIII</b>			
DT	2	2	3
<b>GROUP XIV</b>			
SD	4	4	4

# LETTERS TO THE EDITOR

## State Income Tax

SIR: I joined the Navy in 1956 and served overseas for about 24 months during the years of 1956, '57 and '58. When I returned, I was stationed in my home state of Virginia, where I made an income tax return for 1959-1960.

The state has now asked me to file returns for 1956, 1957 and 1958. Since I didn't know I was supposed to file a state income tax return while I was overseas, I did not keep my papers.

Can you tell me where I can get replacements in order to file a return? — J.W.C., AMSAN, USNR.

• You can obtain copies of your forms W-2 Withholding Statement by requesting them from the Commanding Officer, U.S. Navy Finance Center, Cleveland, Ohio.

You can obtain income tax forms, for filing for previous years, from the office with which you filed your 1959-60 state income tax return. — Ed.

## Travel to Home of Record

SIR: My enlistment will expire soon and I expect to be separated from the service at San Francisco, California.

My home of record is Honolulu, Hawaii, but I would like to remain on the mainland for an indefinite period. Will I be entitled to transportation to my home of record whenever I decide to return to Hawaii? — A.G.O., HM3, USN.

• You are entitled to transportation to your home of record in Honolulu but you must request and perform the travel within a year of your separation from the service.

Since you will be separated at San Francisco, your transportation to Honolulu will undoubtedly be furnished by MATS or MSTs. — Ed.

## Good Crew

SIR: During a ceremony aboard USS Forrest Sherman (DD 931) recently I presented Good Conduct Medals to 34 crew members who had chalked up unblemished disciplinary records for the past three years.

It was the sixth straight award for two of these men — C. W. Steinbronn, GM1, and C. M. Craft, TM1. Others receiving consecutive awards were A. E. Bolduc, MMC (his fifth); and L. M. McCabe, HMC, and C. E. Crenshaw, SF1 (their fourth). — CDR W. M. Montgomery, USN.

• A salute to Forrest Sherman and her 4.0 Bluejackets. — Ed.

This section is open to unofficial communications from within the naval service on matters of general interest. However, it is not intended to conflict in any way with Navy Regulations regarding the forwarding of official mail through channels, nor is it to substitute for the policy of obtaining information from local commands in all possible instances. Do not send postage or return envelopes. Sign full name and address. Address letter to Editor, ALL HANDS, Room 1809, Bureau of Naval Personnel, Navy Dept. Washington 25, D. C.

## Change Your Rate, Mate

SIR: I would appreciate any information regarding the possibility of advancement to YN1. Is the rate going to be open for the August 1961 exams? If not, will it be open in February 1962?

If it appears that it will remain crowded, I feel that in the best interests of the Navy and myself, I should initiate action to change my rating to one that has better advancement possibilities — H.T.S., YN2, USN.

• Your chances for advancement to YN1 look pretty slim — for at least a few years. There may, in fact be an oversupply of senior YNs for the next five years.

Should you convert to a critical rating, many of which are suffering from a shortage of technicians, it would not only offer you greater advancement opportunities, but would probably fatten your wallet with pro pay as well.

The Navy will probably give you the green light to convert, provided of course, you are recommended by your commanding officer and are eligible. BuPers Inst. 1440.5C spells out the current procedure. — Ed.

## You, Special Skill and Seavey

SIR: I have been on sea duty since mid-1954 and on Seavey since 1957. I understand a person is assigned under the Seavey program as follows:

First, he must be in the eligibility zone, and then he is assigned mainly by his active duty base date.

If this assumption is correct, why haven't I been ordered ashore? I have seen several of my shipmates of equal rate and time in service transferred to shore duty while I have patiently waited for orders. In each case I have had more sea duty, more time in pay grade, and in some cases more time in service.

Could there be some other reason why I do not have my orders? — R.B.M., MR1(DV), USN.

• Yes, there is another reason.

Since you are a diver, you are assigned from Seavey according to your Navy Enlisted Classification (NEC)

number, not as an MRI. That is why some MRIs junior to you have already received orders, and you have not.

Besides that, your choices of duty were Hawaii, Japan, Australia and Long Beach. Overseas requirements for divers are relatively few, and replacements are usually requested monthly by EPDO-Pac by NEC, plus specific rate or rating, for a specific area.

For example, there have been requirements recently for "PO2 5313 Japan" and "BM1 5313 Phil." You were not ordered to either of these because you didn't fit the requirements exactly.

Since you have been on Seavey since Segment 2-58, however, you are being ordered ashore to the 11th Naval District in accordance with your choice of naval districts within the U.S. — Ed.

SIR: The second item of Taffrail Talk in the July issue of ALL HANDS regarding your staffer's tour of the sub paralleled my experience of a week ago.

While visiting the U.S. Naval Air Station, Lakehurst, N. J., I was treated to my first tour of a blimp.

I am not a six-footer but my girth far exceeds normal standards. I, too, had trouble with my posterior and head while climbing ladders and going through hatches. I can sympathize with your man.

I thought the quarters in the blimp seemed a little on the small side but the crew member guide was most enthusiastic about his ship and the duty.

I came away with the impression that blimpers (my term) are a group of real good guys on a par with the submarines. But let's not try to start an argument.

ALL NAVY GUYS ARE GOOD GUYS. — L.R. Fencil, Havre de Grace, Md.

• AMEN — Ed.

## Acting CO?

SIR: Could you tell me when it is correct for an executive officer to sign official correspondence "Acting"? — H.E.S., LTJG, USN.

• Only when you are, in fact, just what the signature indicates — acting commanding officer. Here's how Art. 1608 of "Navy Regulations" puts it: "When an officer temporarily succeeding to command signs official correspondence, the word 'Acting' shall appear below his signature."

Page 46 of the "Navy Correspondence Manual" (SecNav Inst. 5216.5) breaks down the different forms of signatures you may find occasion to use on official correspondence. — Ed.



## Shore Duty of Your Choice

SIR: I am a chief personnelman in the Pacific Fleet and I am supposed to sell the Seavey system to the troops. How can I be expected to do this when it has treated me unfairly?

I was due to be transferred in Segment 1-61 and my duty preferences were in the Fifth, Sixth and Eighth Naval Districts. Recently I received word that I would be transferred to the 11th Naval District.

I also thought sea time would help when being considered for shore duty. My cut-off date to be eligible for Seavey was June 1959 and my sea tour actually began in January 1956.

And what about the DOD limitation on travel funds for Fiscal Year 1962? Since my transfer date is after July 1961, shouldn't new money be available for travel other than on the same coast?

I have 18 years of naval service and planned to transfer to the Fleet Reserve after this tour of shore duty. It would mean a lot to get closer to home during this twilight cruise.

I wonder how the billets on stations midway between the east and west coasts are being filled. I happen to know that several billets near the locations that I requested will be available this fall. Why can't I be assigned to one of them?—J.T.H., PNC, USN.

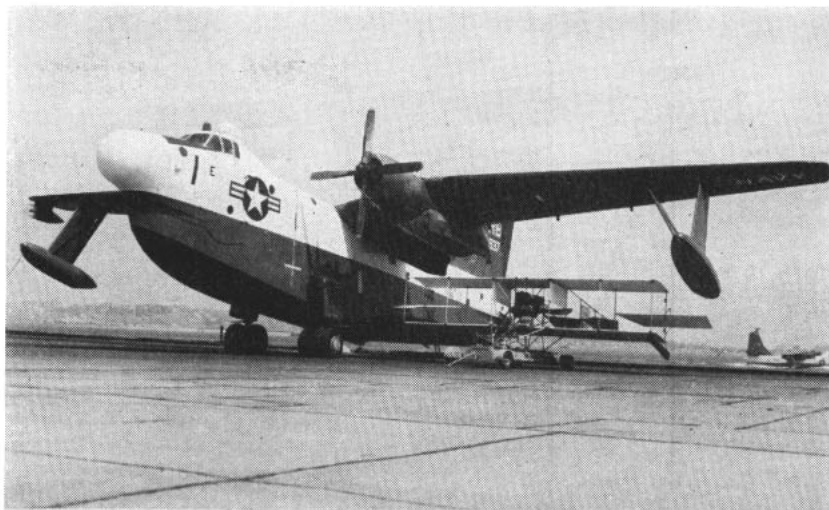
• Chief, we're surprised at you. Of all men in the Navy, you should know and be able to explain the answers to almost every one of your own questions. Let's take them from the top.

You apparently feel that you should have been assigned to one of the three districts of your choice. And well you might have expected that; a high percentage of men on Seavey do get their first choice of duty. The needs of the service must, however, come first—and you happened to be one man who was caught in this need. You have, no doubt, explained this same thing to other Navymen many times.

You also seem to be a little behind on the subject of sea time and how it affects your assignment ashore. Under the old system—before Seavey—the more sea time you acquired, the higher your name appeared on the list for the shore duty of your choice.

Seavey is different. Sea time determines your eligibility for shore duty, but it's your Active Duty Base Date (ADBD) together with your past duty history (primarily the amount of arduous sea duty) that determines how soon you come ashore and whether or not you get your first choice of duty.

We wouldn't expect you to know about the travel funds for 1962. But the way it looks now, travel funds for 1962 will be even more critical than they were in 1961. This may mean an even bigger cut in cross-country transfers.



FIRST AND LATEST—Replica of A-1 Triad, Navy's first seaplane, appears small alongside of Navy's latest model, the P5M Marlin.

Apparently you have some friends that have told you about the open billets in and around your duty choices. What your friends don't realize, however, is that the Navy is currently operating at manning level and not allowance level. There are, therefore, many open billets throughout the Navy. Each activity is given its fair share of personnel, but all billets cannot be filled.

As far as your twilight cruise is concerned, we fully appreciate your desire to be near your home on your last cruise, but you must also realize that this consideration is reserved for Regular Navy personnel who are completing 30 years of service, not 20. If all such requests were honored by the thousands of men who will complete 20 years of service in the next few years, you can imagine the overload of men that would result at certain stations. This is explained in Chapter 19 of the "Enlisted Transfer Manual."

### Why 4.0?

SIR: Can you tell me why the Navy uses the 4.0 system of marking rather than the more common percentile system?—R.P.K., YN1, USN.

• We haven't been able to find a satisfactory reason why the Navy uses the 4.0 system of grading.

We were told, however, that the Navy used the 4.0 grade scale for the first time at the Naval Academy in July 1850. It replaced a plus ten—minus ten merit system.

Apparently as an efficiency measure, the entire Navy converted to the 4.0 system in 1916. Before that a five-point system was in general use.

Maybe some of our readers have a better or more complete story. If they do, we'll probably hear from them.—Ed.

Perhaps you just didn't understand Seavey well enough. If that's true, maybe the above information will help you sell Seavey and explain to other Navymen why they cannot always get the billet they want each time they're transferred.—Ed.

### Score on Advancement Exam

SIR: I have a couple of questions about the advancement in rate examination which I took in February.

First, is the passing score set at 2.5 for all rates, or are the examinations graded on a curve which depends on the number of openings in a particular rating?

Secondly, we were told when we took the test, as always, that the tests are reviewed to find ambiguous questions and those with two or more answers. Who initiates this action?—W.J.D., HM1, USN.

• Rating examinations are graded on a normal curve, but the curve is not affected by the number of openings in that rating. Each rating, however, does have a set failing score regardless of the number of men needed to bring that rating up to strength.

The scale upon which the standard scores or grades of these examinations are reported ranges from 15 to 80. Of the men who take the examination, about half get an average grade of 50, and about one out of 1000 score the top grade of 80.

The item writer, and the education specialist, section head and department head at the Naval Examining Center at Great Lakes, review the tests before they are given. This is in addition to the many other times that they are reviewed during the actual development of the examination. As you said, they try to delete all ambiguous questions.

If it's possible for you to get a July 1960 edition of ALL HANDS (maybe from the library), you can read a full report on the advancement story.—Ed.



**DIG THESE DESTROYERMEN**—Members of *Lind Jammers II*, of USS *Wallace L. Lind* (DD 703) strike a pose aboard the Atlantic Fleet DD.

### 703—Only DD with a Band?

SIR: The article in your April 1961 issue concerning the Navy's part-time musicians was read with a great deal of interest by men of USS *Wallace L. Lind* (DD 703), especially because we believe our band — *Lind Jammers II* — is the first part-time band formed aboard a destroyer in recent years.

The exploits of the *Jammers* have not yet earned world acclaim, but the band's performances have been praised by several high naval commands. Mainly, however, our seven-piece band has become an important factor in building morale aboard ship.

The original *Lind Jammers* were formed in 1944. Their music had become somewhat famous throughout the Pacific Fleet by the time the musicians were disbanded at the end of World War II. *Lind Jammers II* are well on their way toward a similar reputation in the Atlantic Fleet.

Our band's first official performance (January 1961) took USS *Lake Champlain* (CVS 39) and ComCarDiv 20 by surprise when we came alongside. *Champlain*, which has a band of her own, was so flabbergasted at hearing a destroyer band, she failed to muster for an answering performance before we pulled away.

Last March, after playing for a ship's party and numerous port entries and departures, the *Jammers* registered still another surprise. COMDESLANT, who was on a periodic tour of non-Newport-based destroyers, was welcomed with "Ruffles and Flourishes" and "The Admiral's March" on his arrival for the inspection.

It may not have been RADM Charles

E. Weakley's greatest moment, but from the look of gratitude — or surprise — on his face, it became one of the highlights of the *Jammers*.

About a month later, while in San Juan serving as DESLANT gunnery ship, the band received an official invitation to attend a special rehearsal of the 10th Naval District Steel Band.

During May operations with Task Force 22, our unofficial musicians received congratulatory messages from ComDesFlot 6 and ComDesDiv 22. (Our *Jammers* had invited two musically-inclined Reserve officers, LCDR Stanley F. Junemann of New York City and LT Ronald Watts of Rochester, to join in during entry into Norfolk. *Lind* feels this marked a new field of Reserve augmentation to the Fleet.)

More recently, during a midshipmen summer training cruise in which our ship participated, ADM Claude Ricketts, at that time Commander 2nd Fleet, insisted on complete "integration" of midshipmen within shipboard units. We like to think we achieved the ultimate in the admiral's policy during the last phase of the exercise—Academy Midshipmen 3rd class Middleton and Floth were enthusiastically integrated with the *Lind Jammers* for a session. — E.J. Hannon, Jr., CDR, USN, Commanding Officer.

• Thanks for filling us in on still more unofficial musicians. Your account makes it pretty clear that being an after-hours virtuoso can be a lot of fun. — Ed.

### The Rough Deck Log

SIR: When should the commanding officer sign the rough deck log? One

official publication states that the commanding officer of a ship signs the rough remarks sheet on the last day of the month, and that his signature is considered as approval for all prior entries for the current month.

NavPers 15876 (Rev. 4-56)—Instructions For Keeping Ship's Deck Log — states basically the same thing, but the part of the statement which says he should sign on the last day of the month seems to have been dropped. It does, however, state that the commanding officer's signature is considered as approval for all prior entries for the current month.

Is there a mistake in the latest revision of NavPers 15876?—ENS H. L. Brundridge, USN.

• Yes, there is an omission. Even though the publication doesn't say it, the commanding officer should sign the Rough Remarks Sheet on the last day of each month; upon detachment; on the date of decommissioning, or immediately following any situation which requires compliance with Section 0601, "Naval Supplement to the Manual of Courts-Martial United States, 1951." His signature approves all prior entries for the current month.

The actual omission in NavPers 15876 is in the part under "Instructions for Assembly and Submission, Type A Deck Log." The words, "on the last day of each month, upon detachment" were inadvertently omitted in the last printing. They will be added in the next revision.—Ed.

### Reinstating GI Insurance

SIR: I had GI insurance while serving on active duty from 23 Nov 1943 to 29 Jan 1946, after which I gave it up. Would it be possible for me to take up this insurance again? I returned to the service in October 1950, and will serve eight more years before retirement. — L.H., USN.

• Briefly, no. You cannot reinstate your GI insurance. However, assuming you didn't see the issue in which we outlined the various types of life insurance and government benefits (July 1961), we'll expand a little here to explain what you had in the line of insurance during the war, how you lost its benefits, and those that have replaced them.

Three different types of government life insurance have been issued at various times, none of which are now being written, although individual Navy-men may have retained one or another. These are:

U. S. Government Life Insurance (USGLI), issued during World War I, discontinued in 1940. Only a few old-timers who kept their USGLI in force are still covered under its provisions.

National Service Life Insurance (NSLI) was available to Navymen (and



women) who served during World War II. It was discontinued in 1951.

Servicemen's Indemnity, the \$10,000 of "free insurance" that took up where NSLI left off. This was discontinued at the end of 1956.

Now, except for service-connected disability insurance and the renewal and replacement of certain NSLI and USGLI policies, the government does not enter into new contracts.

As for the NSLI policy you held during the war, you cannot renew or reinstate it if the policy was not in force on or after 25 Apr 1951, or if you let it lapse during a break in service of more than 120 days.

Also, you cannot reinstate your NSLI if you surrendered your policy for cash, and failed to renew or reinstate it during a break in service of more than 120 days.

And, if you had a term policy under waiver, and failed to resume premium payments during a break in service of more than 120 days, you also lose it for good.

Quite obviously we could cite several of these provisions as the reason your NSLI cannot be reinstated.

Your dependents can count on a wealth of other benefits, though, including your coverage under the Servicemen's Survivor Benefits Act of 1957, which provides \$112.00 per month, plus 12 per cent of your base pay, if you die while on active duty or of a service-connected disability after retirement.

Another government benefit, which you might consider a form of life insurance, is the Contingency Option Act, under which you may elect to receive a reduced amount of retired pay in order to provide your widow and children (under age 18) with a monthly income. You must exercise this option before you complete 18 years' service for pay purposes. Deductions from your retired pay are automatic.

There are many other government benefits available to the survivors of deceased Navymen as outlined in the July issue. (death gratuity, burial allowance, medical care, etc.). — Ed.

#### First Ashore in Lebanon

SIR: Would you kindly tell me which ship landed the first boat of troops at Beirut, Lebanon, in 1958? Was it *uss Monrovia* (APA 31), or *Capricornus* (AKA 57)? — E. E. N., IC3, USN.

• Both ships arrived off Beirut on 15 Jul 1958 (Task Unit 61.1.3). *Capricornus'* deck log shows she was anchored off Red Beach at 1354 and commenced off-loading boats and troops at 1357.

Monrovia anchored at Southern Beach at 1400 the same day and debarked her Marines and equipment at 1405.



**PILOTLESS**—Navy's drone antisubmarine helicopter (DASH) hovers in free flight over copter landing platform on *USS Hazelwood* (DD 531).

Based on these log entries, *Capricornus* was first by eight minutes. — Ed.

#### Half-Mast While Underway

SIR: I have seen various ships fly the national ensign at half-mast while underway in port. Is it proper to close up the ensign from half-mast upon getting underway? I am of the opinion that the ensign is left at half-mast upon getting underway, and can find nothing in the books to contradict this. Can you clarify? — P.R.W., SM2, USN.

• Whether underway in port or underway at sea, the national ensign is flown from the same place — the gaff. If the ship is not underway, the ensign is displayed at the normal flagstaff half-mast position. When the ship does get underway, it is a matter of simultaneously lowering the flagstaff ensign and displaying another at the gaff.

This procedure is spelled out in Art. 115.1 of "U.S. Naval Flags and Pennants, Descriptions, Uses and Customs" (DNC-27). "In half-masting the national

ensign it shall, if not previously hoisted, first be hoisted to the truck or peak and then lowered to half-mast. Before lowering from half-mast, the ensign should be hoisted to the truck or peak and then lowered."

However, if your ship or the ships to which you refer are extremely small, or constructed so there is but one place to display the ensign, as your question indicates, the in-port flagstaff would also be the underway gaff.

In such cases the same flag serves as both in-port and underway ensign, is already in the half-mast position, and would be left as is upon getting underway. If this is the point of your question, your opinion is correct.

Incidentally, an underway ship standing off port would continue to fly the ensign at half-mast.

Also, if you shift one set of half-masted underway colors for another, you would two-block the first before bringing it down to deck level, and would also two-block the second before it is lowered into position. — Ed.

#### Catapult Mishap

SIR: After I read Taffrail Talk in the June issue of *ALL HANDS*, I was reminded of a similar event.

The pilots of our squadron (VC-75) were getting catapult shots from the rig installed at Ream Field during the summer of 1945.

A young Reserve LTJG was catapulted. Everything would have been OK but his hook fell out and engaged the catapult wire. The net result of this misfortune was one of the shortest flights ever recorded.

No damage was done, however, and, after he regained his composure, he was catapulted routinely.

You may be certain the hook was securely locked up this time. — W. B. Chamberlin, LCDR, USN.

• It has been our observation that a number of LTJGs get hooked, although not usually by catapult wires.

— Ed.

#### Disputed Record

SIR: In the August edition of *ALL HANDS* on page 39, you mentioned that *USS Coral Sea* (CVA 43) claimed to be the first CVA used exclusively as an attack carrier in the Seventh Fleet.

We would like to point out that *uss Ticonderoga* (CVA 14) operated as an all attack carrier for five months during her 1960 WestPac cruise.

The air group was supplemented with two VMA squadrons flying A4Ds. They performed admirably. Those Marines could change a wheel in less time than it takes to ask permission. We never missed a launch.

We also won the Battle Efficiency E that year. — A.C.W., LCDR, USN.

• *ALL HANDS* is usually wary of anything that is first, unique or the most, but we "can't win 'em all." Now we'll toss your clay duck into the air for pot shots by other carriers. — Ed.



**CONVENTIONAL ASSIST**—First nuclear-powered surface ship, USS Long Beach, CG(N) 9, gets boost into port by tugs at Boston Naval Shipyard.

#### Minimum Age for Navy Drivers

SIR: Must a construction worker in the Seabees be 21 years of age before he is permitted to operate heavy equipment for snow removal and earth work? If there is an official order to this effect I would appreciate knowing in which publication it appears.

Also, what is the minimum age requirement for obtaining a Navy driver's license? — J.R.M., EON2, USN.

• The minimum age for obtaining a Navy driver's license is 18. The instruction which covers this is NCPI 5100.9-2. Drivers of emergency equipment, such as ambulances and crash equipment, however, must be 21.

There are no official instructions which specifically apply to the minimum age for drivers of heavy equipment for snow removal and earth moving. This is for your station's commanding officer to decide. At most commands, the minimum in this respect is 18. — Ed.

#### Not So Wild About the Blue Yonder

SIR: One of the men in my unit would prefer shipboard travel instead of air transportation when he travels under orders to his overseas duty station.

Has there ever been a regulation on the books which permitted a person to refuse to fly? Is this regulation still in effect, and if so, where can it be found? — A.R., YN1, USN.

• Military personnel under orders to fly must fly, according to a decision of the Judge Advocate General of the Navy dated 5 Feb 1947, approved by

the Secretary of the Navy on 6 Mar 1947.

We have been unable to ascertain if there ever was a regulation which permitted Navy men to refuse to do so.

Would it help if he just tried not to look down? — Ed.

#### Anywhere Atlantic Anyway?

SIR: In the *Enlisted Transfer Manual* there are designators "Anywhere in South America," "Anywhere in Europe," etc., which I understand. But I am

#### Ship Reunions

News of reunions of ships and organizations will be carried in this column from time to time. In planning a reunion, best results will be obtained by notifying the Editor, *ALL HANDS* Magazine, Room 1809, Bureau of Naval Personnel, Navy Department, Washington 25, D.C., four months in advance.

• USS *Leedstown* (AP 73) — The 12th annual reunion is scheduled for 11 November in New York City. For more information, write to Frank A. Wiseman, 104 West 83rd St., New York 24, N.Y.

• USS *Stafford* (DE 411) — The second annual reunion will be held on 14 October at the Ambassador Hotel, Rochester, N.Y. For details, write to Elias Lipschutz, 119 Saranac St., Rochester 21, N.Y.

• USS *Redhead* (AMS 34) — A reunion is planned for those who served on board during the Korean conflict. For additional information, write to John L. Olivier, P.O. Box 246, Sunset, La.

stumped by "Anywhere Atlantic." Since the world seems to be covered without the Atlantic designator, I can't fit it in.

Several explanations have been given. Can you give the correct answer? — G.H.T., JO1, USN.

• *Anywhere Atlantic (ATL)* is an all-inclusive term which takes in overseas areas under the control of CINCLANTFLT.

This includes all of South America, the Caribbean area, Europe, Africa, Greenland, Iceland, Newfoundland, the Azores and CINCLANTFLT activities in any other area. — Ed.

#### Sub Recruiting 40 Years Ago

SIR: I recently purchased several books and pamphlets at an old-and-used-book store in Washington, D. C. In leafing through one of them later, I discovered several sheets of paper folded up and tucked between two pages — apparently placed there and forgotten by some previous owner of the volume. Further examination showed the papers to be documents relating to the U. S. Naval Submarine Service, and some new recruiting rules established for that organization way back in 1920.

I have forwarded this material to you in the hope that you and your readers, especially the submariners among them, might find them interesting and informative. — Mrs. Dorothy K. Loveless.

NAVY DEPARTMENT  
BUREAU OF NAVIGATION  
WASHINGTON, D.C.

April 9, 1920

From: Bureau of Navigation.

To: Navy Recruiting Officer, 19 Congress Ave., New Haven, Conn.

Subj: Ex-Army men for Submarine Duty.

1. You are authorized to enlist desirable Ex-Army men for Submarine Duty and to transfer them directly to the Submarine Base, New London, Conn., for the above duty.

2. Report to the Bureau by letter the number of Ex-Army men enlisted per week for Submarine Duty.

3. The Recruiting Officer must use very keen judgement in enlisting Ex-Army men for Submarine duty as these men must be unquestionably good men.

L. B. Porterfield  
By Direction

U. S. NAVY RECRUITING STATION  
19 Congress Avenue  
New Haven, Conn.

Dear Sir:

The enclosed orders dated April 9, 1920, open the Navy Submarine Service to Ex-Army men.

The Submarine Service is the highest paid and most popular service in either the Army or the Navy.

To date men for the Subs were SELECTED from the General Naval Service. It has been a "closed corporation," and this is the first time direct entry into the sub-



marine service has been permitted.

The demand for increased personnel to man the new R and S type boats — the newest, fastest, safest Subs in the world — has caused the government to authorize me to enlist Ex-Army men for this duty.

Read the enclosed order and note that I am cautioned to exercise "keen judgment."

I am enclosing a more detailed description of the offer to you, and also some dope on Submarine Service.

The Sub game is a man's game, and ONLY Ex-Army men are eligible to go into it direct. I can obtain a discharge for an Army Reservist to enlist in the Navy.

Drop into the Navy Recruiting Station at 19 Congress Avenue and talk the matter over or mail the enclosed postal, no postage required.

You should consider this offer carefully.

This opportunity is too good to last long.

I will be glad to talk it over with you.

G. A. Beall

LCDR, U.S.N.

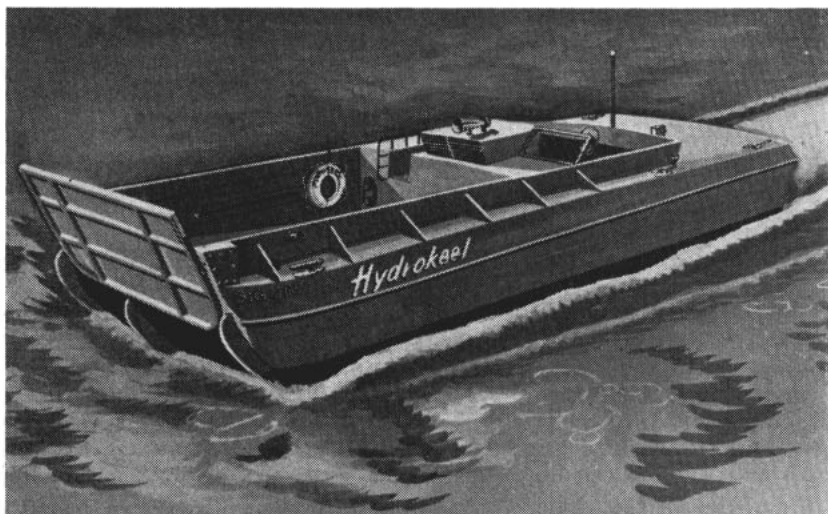
#### NOTES ON SUBMARINE SERVICE

You will live on the Sub only while cruising — in port you live on a tender (mother ship) or on shore in barracks.

Submarine duty is, in effect, "shore duty," in that you have a permanent home port, or can obtain assignment to a Submarine Base.

Men on board Submarines receive \$5.00 a month extra pay, and a Submarine man also receives \$1.00 a dive, up to \$15.00 a month (for fifteen dives), so that the extra pay on board a Submarine may be as high as \$20.00 a month, and usually averages between \$15.00 and \$20.00 for qualified men.

By reason of the small number of men on board a Submarine — about 35 — and the fact that all but one or two are supposed to be rated men, the chances for promotion are better than in any other branch of the Army or Navy.



**SPEED BOAT**—Artist's conception shows topside appearance of Navy's new landing craft scheduled for evaluation within a year.

Submarines are permanently assigned to Shore Base at New London; Hampton Roads, Va.; Key West, Fla.; and Coco Solo, C.Z. Subs are also based at San Pedro, Calif. (the port of Los Angeles, Calif.), and Pearl Harbor, Hawaii. Two Divisions of Submarines operate from tenders with the Atlantic Fleet.

The R and S boats — the ones for which you will be trained — are capable of extensive and comfortable cruising, many of the old discomforts of submarining having been done away with by modern improvements.

The Submarine Service is the best paid, most interesting, most exciting, and most popular branch of the Service.

It is a privilege to belong to it. The team spirit of a Sub's crew is famous in the Navy. You will never meet a Submarine man who will not declare, and be willing to fight to prove, that his Sub is the fight- ingest, divingest, shootingest Submarine in

• Our thanks to contributor Loveless who has furnished us with a glimpse into some of the doings of the Submarine Navy of 40-odd years ago.

It can also serve as yet another reminder to those among us who are always quick to believe that the newest and the latest must, of necessity, be the ultimate. Those Submariners of the 1920s, veterans of service in some of the unbelievably small, cramped, wheezing, chugging, stifling hulks which had gone before, sincerely believed that the then-new R and S boats represented the last word in comfort and design, yet they were a far, far cry from the nuclear subs we know today.

One thing, however, we feel sure will never change — the famed (and authentic) esprit de corps of the underseas service expressed in the concluding paragraph of "Notes on Submarine Service" reproduced above. — Ed.

**...how to send ALL HANDS to the folks at home**

Superintendent of Documents  
Government Printing Office  
Washington 25, D.C.

ENCLOSED find \$2.50 for a subscription to ALL HANDS magazine, the Bureau of Naval Personnel Information Bulletin, to be mailed to the following address for one year

NAME.....

ADDRESS.....

(For prompt filling of orders, please mail this blank and remittance direct to the Government Printing Office. Make checks or money orders payable to the Superintendent of Documents.

# BOOKS

## TAKE YOUR PICK OF GOOD READING ON MANY SUBJECTS

**Y**OU CAN'T HELP but be better informed if you choose to browse through your ship or station library. Aviation and submarines, World War II, how to pick up the rudiments of almost any language—these subjects and others are covered in this month's selections.

Consider, for example, *The Seas and the Subs*, by Ed Rees. This is primarily a discussion of the problems involved in defending our shores from submarine attack, while preparing retaliatory submarine efforts of our own should war with Russia break out. During the past five years, a new concept has developed within the Navy which has placed it on the first line of defense. This book describes why and how the Navy combined the atomic sub with *Polaris*, the Fleet ballistic missile, the new tactics and strategy involved, and the aims and policies behind it all. It also describes the men—Admirals Burke, Raborn, Thach, Rickover and others—who shaped one of the greatest military breakthroughs in the history of warfare.

*Air Bombardment*, by Air Marshal Sir Robert Saundby, is not quite so portentous, but Sir Robert still manages to cover a lot of ground. He starts with the yarn of Sinbad the Sailor and his two giant rocs which sank a ship with stones, then develops the story into the 20th Century with its almost frighteningly rapid development of the bombing plane. Although the author's interest lies primarily—understandably enough—with the Royal Air Force, he tells the histories of other air forces fairly and well. Some of the most interesting chapters deal with the early trials and failures of the bombing plane through World War I. He touches on the geopolitical importance of the then new weapon, then goes into the role the bomber played against Germany, Italy and Japan in World War II. He ends with his views of today's bombers versus rockets.

*The Sands of Dunkirk* by Richard Collier, is a re-creation of one of the greatest evacuations in military history—those nine days at the end

of May and beginning of June 1940, when 338,000 British and French troops were taken off the beach at Dunkirk and ferried across to England and safety. To get the story, Collier interviewed more than 1000 participants, from high ranking officers to footsoldiers and seamen, and both Allied and German printed and manuscript sources. All this serves to make a vivid and realistic account of a truly heroic phase of history. It was also this incident which gave rise to some of the most stirring words in the English language: "We shall fight on the beaches, we shall fight on the landing-grounds, we shall fight in the fields and in the streets, we shall fight in the hills . . . We shall never surrender."

*The Road Past Mandalay* by John Masters, is also concerned with World War II, but half the world away. Masters is, of course an old hand at story telling, and the facts of his professional training, the details of strategy and tactics in jungle warfare behind enemy lines in Malaya, make good reading. In this second volume of his autobiography, he gives his story that extra little lift that takes it out of routine I-was-there chronicles. He also has some pretty blunt words concerning the men who attempted to direct the war in that area.

*Germany Between Two Worlds*, by Gerald Freund, may not be available at all libraries, but is well worth while if you can find it. Freund maintains that Germany, in the pull between East and West, is suffering from schizophrenia. Whether the disease is better than the possible cures is discussed frankly and thoroughly in this critical history of post-war Germany.

*Talking Your Way Around the World*, by Mario Pei, and *Japan*, by Edward Seidensticker and the editors of LIFE magazine, also help to give this month's selections an international flavor. *Talking* is a collection of popular articles by a leading language expert which forms a guide to the principal languages of Europe (British English, German, French, Spanish, Portuguese, Italian,

Russian, Latin and Esperanto), Africa (Swahili) and Asia (Chinese and Japanese). It also includes a chapter on pidgin languages throughout the world. Each article describes the languages and includes phrases the tourist will find useful. In addition, there is general background information about the people who speak these languages and about other languages not fully treated.

*Japan* is one of a series of LIFE's World Library efforts, and is handled in typical LIFE style. The illustrations are, of course, excellent and the editors attempt to cram into 160 pages the summation of their knowledge and understanding of the 90 million people of Japan who are now going through a period of transformation and upheaval of many of their beliefs.

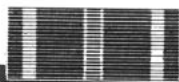
Upheaval is also the theme of the novel, *The Red Fountain*, by Jeanne Montupet. Concerned with the conflict in Algeria between the natives and the French who, in this case, have struggled with the land for 125 years, it poses an almost insoluble problem. This is a family saga which recaptures the feel and spirit of the old Algeria, bringing the story up to the third generation and providing understanding of the factors which exist in Algeria today. The earlier settlers were idealists, willing to cope with murdering tribes, drought, plague, locusts and disease in order to convert raw and unproductive acres into a rich land bearing its harvest of wine grapes. However, the present generation is no longer content with this.

Few such problems are posed by *Dive in the Sun*, by Douglas Reeman. This is a straight adventure novel which is concerned with a suicide mission in World War II executed by four men in a midget submarine. They are supposed to destroy a floating dock in the Adriatic only days before the scheduled Allied invasion of Italy. As might be expected, the sub runs into trouble and the crew is saved only by the intervention of the beautiful daughter of a collaborationist.

You'll find an excellent sea yarn in *Master of this Vessel*, by Gwyn Griffin. The setting is the ship *San Roque* which, although it flies the Panamanian flag, is actually of the Italian merchant marine on its run from Naples to Australia. There's more to it than the usual storm-at-sea sequence, but it has that, too.



# DECORATIONS & CITATIONS



## DISTINGUISHED FLYING CROSS

"For heroism or extraordinary achievement in aerial flight . . ."

★ Ross, Malcolm D., CDR, USNR, for heroism and extraordinary achievement while participating in a balloon flight on 4 May 1961. In a flight for the purpose of testing equipment and collecting scientific and medical data, Commander Ross attained a height of approximately 113,500 feet, a height greater than ever before achieved by man in a balloon. Through his outstanding professional ability, courage, and devotion to duty, he made a significant contribution to the scientific knowledge and to the advancement of the Navy and the United States in the fields of flight in upper air and in space.



## LEGION OF MERIT

"For exceptionally meritorious conduct in the performance of outstanding service in the Government of the United States . . ."

### Gold Star in lieu of Second Award

★ WITHERINGTON, Frederic S., RADM, USN, for exceptionally meritorious conduct in the performance of outstanding service as Commander United States Naval Forces, Japan, from April 1958 to April 1961. An inspiring leader and diplomat, Rear Admiral Witherington has been eminently successful in implementing the spirit of the People-to-People Program throughout his command, resulting in the strengthening and furtherance of cooperation and friendship between United States naval personnel and the Japanese people.

★ BRIGGS, Harold M., RADM, USN, for the performance of outstanding service from October 1958 to June 1961 as Director, Pan American Affairs, Naval Missions, and Advisory Groups Division, of the Office of the Chief of Naval Operations. Displaying a unique diplomatic ability and a capacity for understanding the problems faced by Latin American contemporaries, Rear Admiral Briggs has won their unreserved confidence and their support for a series of interservice conferences of branch chiefs. He initiated and promoted the Inter-American Naval Con-

ferences and *Operation Unitas*, the annual antisubmarine warfare exercise with South American navies. Rear Admiral Briggs also promoted the establishment of a communications network among the chiefs of the American navies.

★ CRABTREE, Alan B., LCDR, USN, for exceptionally meritorious conduct in the performance of outstanding service from 1 Dec 1959 to 16 Feb 1961 as Commanding Officer, *uss Sunbird* (ARS 15). During operations in support of the *Polaris* Fleet Ballistic Missile Program, LCDR Crabtree made important and significant contributions to the development of equipment and seamanship techniques for recovery of missile launch test components, thereby greatly increasing the efficiency of the *Polaris* Test Program. On 16 Jan 1961, in response to a call for assistance at the site of the collapse of U. S. Air Force Texas Tower Number Four, he quickly arrived in *Sunbird* and assumed command and direction of the rescue and salvage operations. Although confronted with almost constant sub-freezing, and periodic sub-zero temperatures, high winds, heavy seas, and driving snows during the following 30 days, LCDR Crabtree directed a complete and thorough search for casualties and conducted an underwater investigation into the location and cause of structural failure, successfully completing the extremely hazardous operations without injury to personnel and with only normal operational attrition of equipment.

★ DUDLEY, Paul L., RADM, USN, for the performance of outstanding service as Special Assistant to the Joint Chiefs of Staff for Disarmament Affairs from December 1959 to June 1961. An extremely able officer and diplomat, Rear Admiral Dudley has provided this nation distinguished service in one of the most difficult and demanding positions in the Department of Defense. During this period, he served as the Senior U.S. Military Advisor and as the representative of the Secretary of Defense and the Joint Chiefs of Staff at the Conference of the Ten-Nation Committee on Disarmament in Geneva, making superlative contributions to the preservation of national security by clearly and forcefully presenting the military position in each of the highly complex subjects involved.

★ HARRIS, Robert G., CT3, USN for heroic conduct on 26 Nov 1960 while serving with the U. S. Naval Security Group Detachment, Taiwan Defense Command. Upon discovering a fire in

the hostel where he was billeted with approximately 40 others, Harris, along with another servicemen, immediately began to awaken the other occupants by kicking on the cubicle doors and shouting a warning. Although he left the blazing and smoke-filled building after alerting the others, he re-entered shortly and, in the face of blinding smoke and intense heat, checked each bed to make certain that no one remained in the building. Only after the roof of the building began to fall did he leave. By his prompt and courageous actions in an emergency, Harris was directly instrumental in preventing any injury or loss of life.

★ ROSE, Rufus E., RADM, USN, for outstanding service as Deputy Defense Advisor, United States Mission to the North Atlantic Treaty Organization and European Regional Organizations and as Deputy Defense Representative, North Atlantic and Mediterranean Areas (DEFREPNAMA), from 15 Jul 1958 to 12 Jul 1961. During this period, Rear Admiral Rose was responsible for initiating and expediting the development of Department of Defense views, policies and positions on military, political, economic and financial matters pertaining to the North Atlantic Treaty, the Middle Eastern and other areas under the cognizance of the United States Mission to NATO and the DEFREPNAMA.

★ STEINKE, Harris E., LT, USN, for the performance of outstanding service from July 1960 to May 1961 as Director Submarine Escape and Rescue Department, U. S. Naval Submarine School, New London, Conn. During this period, LT Steinke designed, supervised the manufacture of, and successfully tested a new, safe and effective submarine escape appliance. The device improves the probability of individual escape from submarines by permitting near normal breathing during ascent. Demonstrating the validity of the principle of his device in the training tank at New London, Conn., LT Steinke repeatedly exposed himself to high atmospheric pressures with exceptionally short periods of compression and with the attendant dangers of nitrogen narcosis, decompression sickness and air embolism. On 3 Mar 1961, in waters off Key West, Fla., he courageously proved the usefulness and reliability of his invention by executing an individual ascent from a bottomed submarine at an escape depth of 318 feet — a depth in excess of that for any previously known individual escape.

# TAFFRAIL TALK

EVERY ONCE IN A WHILE we get filled up to here with the sober-sides atmosphere which seems to have filtered into practically every nook and cranny of this old planet in this day and age.

Does *everything*, we often reflect, just have to have world-wide consequence, and be filled with deep, dark portentousness?

All of this is just another way of saying that we're fond of saving this spot in the magazine for the off-beat, less-than-earth-shaking item. In this vein, this month, we offer:

Derek Holden, an NAS Los Alamitos, Calif., airman recruit who lays claim to the strangest middle name in the U. S. Navy.

Seems Derek's mother couldn't decide upon a middle name for the new arrival. Then a small neighbor girl, industriously pecking away on the second and third rows of a handy typewriter, accidentally solved the dilemma. The child, it developed, had been practicing her one-finger artistry on young Holden's birth certificate—and out of the mouths (or fingerprints) of babes was good enough for Mrs. Holden. Her son's full name became, for the records, Derek Poiuytrewqlkh Holden.

\* \* \*

Then there's Photographer's Mate Third Class Elmer Cook, usn, currently attached to Heavy Photographic Squadron 62 at NAS Jacksonville.

Tennessean Cook, you see, spends a lot of his spare time writing songs.

Some three years ago he penned a rock-and-roll ditty, hopefully sent it off to a Hollywood recording company, and sat back to wait for the money to roll in. This past February, finally, the company did indeed turn out a platter, with Cook's song featured on one side. And just the other day the young photographer-tunesmith got his first royalty check, representing his share of the profits. It was for 13 cents.

\* \* \*

Switching from mere man, and his foibles, for a moment, we come to the amazing machine conceived and constructed by three engineers at the Naval Air Development Center, Johnsville, Pa. A computer of sorts, it's a thus-far unbeaten whiz at its one and only specialty—ticktacktoe.

Composed of some 160 diodes, 34 tubes, 18 relays and a rat's nest of wires, it is not, we're told, the first machine ever built able to play ticktacktoe, but it may well be the smallest. And with today's ever-increasing emphasis upon miniaturization in electronics, the boys at Johnsville hope eventually to be able to reduce the amount of decision-making this computer represents to the size of a couple of packages of cigarettes.

We were, we'll admit, more than a little impressed with the machine's undefeated record—until one of our staffers, who doesn't buy the currently popular theory that machines will one day dominate man, and who just loves to throw cold water on this type of thing, asked whom it had ever beaten.

Truthfully, we couldn't answer him. Our Johnsville informants had neglected to make it clear whether the machine was beating, or merely tying, its human opposition.

*The All Hands Staff*

## The United States Navy

### Guardian of our Country

The United States Navy is responsible for maintaining control of the sea and is a ready force on watch at home and overseas, capable of strong action to preserve the peace or of instant offensive action to win in war.

It is upon the maintenance of this control that our country's glorious future depends. The United States Navy exists to make it so.

### We Serve with Honor

Tradition, valor and victory are the Navy's heritage from the past. To these may be added dedication, discipline and vigilance as the watchwords of the present and future. At home or on distant stations, we serve with pride, confident in the respect of our country, our shipments, and our families. Our responsibilities sober us; our adversities strengthen us.

Service to God and Country is our special privilege. We serve with honor.

### The Future of the Navy

The Navy will always employ new weapons, new techniques and greater power to protect and defend the United States on the sea, under the sea, and in the air.

Now and in the future, control of the sea gives the United States her greatest advantage for the maintenance of peace and for victory in war. Mobility, surprise, dispersal and offensive power are the keystones of the new Navy. The roots of the Navy lie in a strong belief in the future, in continued dedication to our tasks, and in reflection on our heritage from the past. Never have our opportunities and our responsibilities been greater.

**ALL HANDS** The Bureau of Naval Personnel Information Bulletin, is published monthly by the Bureau of Naval Personnel for the information and interest of the naval service as a whole. The issuance of this publication approved by the Secretary of the Navy on 27 June 1961. Opinions expressed are not necessarily those of the Navy Department. Reference to regulations, orders and directives is for information only and does not by publication herein constitute authority for action. All original material may be reprinted as desired if proper credit is given ALL HANDS. Original articles of general interest may be forwarded to the Editor.

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• **SAILING WITH SIXTH FLEET**—The destroyer Joseph P. Kennedy, Jr. (DD 850) is seen taking off with a spurt after being refueled during Fleet exercises. The DD is now back on the East Coast.









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PEOPLE**